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GUIDE BOOK

on

IRAN /

By

G. H. EBTEHAJ

Director of the Tourist, Propaganda and Political
Departments of the Imperial Ministry of Interior.

42 Illustrations and 3 Maps

Second Edition

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PREFACE

Although the publication of a "Guide Book" is bound to be a difficult matter, for in Iran of to-day the pace of change is disconcertingly so rapid for the author, who must suffer an interval between the writing of his book, or even passing of the final proofs and its circulation to the public that he cannot avoid the risk of some of his facts being facts no longer by the time his book appears; nevertheless since some of the information contained in the first edition of the "GUIDE BOOK ON IRAN" had become out of date, the need for its revision was realized. Therefore, I am presenting this new edition which contains the latest changes that have taken place, with detailed information that may serve the purposes of foreigners who wish to visit Iran or acquaint themselves with the conditions of our country from afar.

Undoubtedly people who have formerly visited Iran and who are following with sympathy the process of its progress will be interested to learn some of the essential things that have been accomplished during the last few years.

The facts given regarding finance, trade, industry, agriculture, transportation and travel in general will

PREFACE - *Continued*

disprove the unfounded statements which find their way from time to time in the foreign press.

The names of provinces, towns and villages in this book may appear at first a little unfamiliar to readers who have always found them spelt differently. It has been my intention to put down each name as it is pronounced by Iranians, which is the correct way they should be written.

Although the information embodied in this work has been obtained from official Government sources or has been derived from books written by well informed persons, it is unavoidable that it should be devoid of errors. Therefore, I shall be grateful to any person pointing them out to me, for correction in my next issue.

Considering also the lack of knowledge of English by the workmen of the press, it is not an easy task to print literature in that language in Iran. This Book must consequently contain many errors which are indicated in the Errata. It is hoped that readers will forgive this unavoidable inconvenience.

G. H. Ebtehaj

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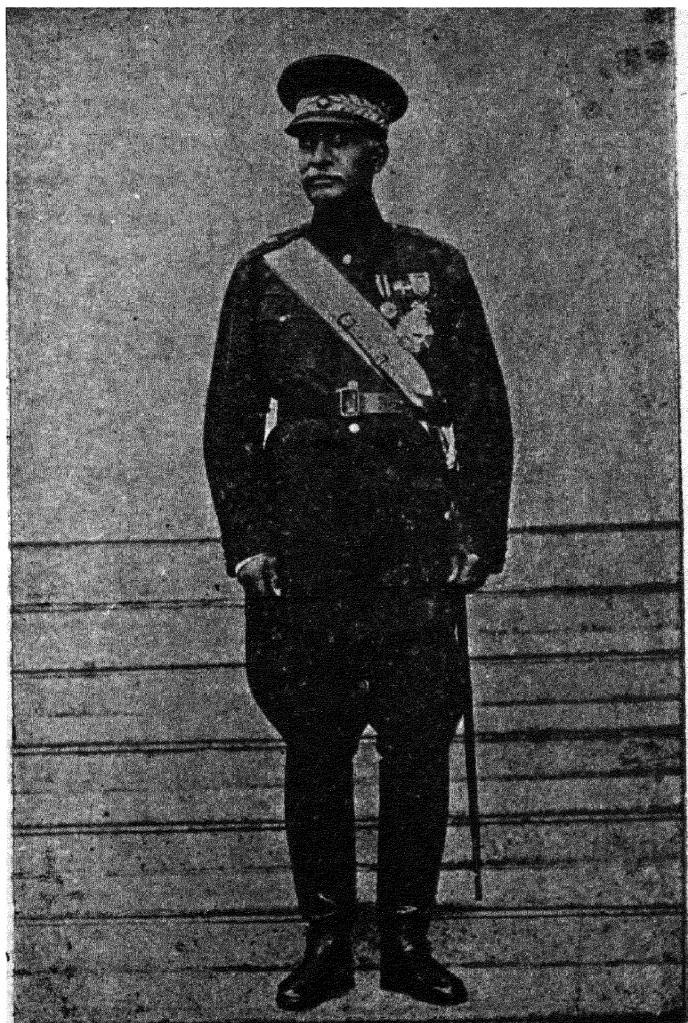
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His Imperial Majesty Reza Shah Pahlavi

CHAPTER

I

A Sketch of Iranian History

A SKETCH OF IRANIAN HISTORY

In pre-historical times the major portion of Iran the original middle Iranian Iran, was inhabited by people terming themselves Aryans from whom the principal races of India and Europe were descended.

Besides the Iranians, numerous tribes of alien origin were found in Iran.

Their native land must have been the great steppes which stretch north of the Black Sea and the Caspian Sea across South Russia to Turkestan and the Oxus and Jaxartes.

From the region of the steppes the Aryans must have penetrated into the cultivable land of Eastern Iran: thence one part spread over the district of the Indus, then on again to the Ganges; another moved westward to Zagros and the borders of the Semitic world.

The date of this migration cannot be determined with certainty, but it appears that towards the middle of the second millennium before Christ, (*approximately 1700 B. C.*) the Iranians made a great forward movement to the West and reached Mesopotamia and Syria.

The Aryans of Iran are divided into numerous tribes, several of them being enumerated in the Avesta;

-
- 1 - The Medes, in the north-west.
 - 2 - The Iranians, in the south.
 - 3 - The Hyrcanians, along the south east shore of the Caspian.
 - 4 - The Parthians, in Khorassan.
 - 5 - The Aryans, in vicinity of Herat, in Afghanistan.
 - 6 - The Drangians, north west of Afghanistan.
 - 7 - The Arachotians, around Qandahar.
 - 8 - The Bactrians, modern Balkh.
 - 9 - The Sogdians, between Oxus and Jaxartes.
 - 10 - The Choarasmians, in the great oasis of Khiva.
 - 11 - The Margians, on the river Margus [Morghab].
 - 12 - The Sagartians, in the eastern Zagros in Media.

Civilization and Religion of the Iranians

The Iranians developed distinct characteristics which can still be clearly traced, not only through their language, but also through their early religion founded by Zoroaster. A great number of their gods. Asura, Mithras the Water Shout-Apam-Napat etc - date from this era. The transition from nomadic and pastoral life to settled life and agriculture belongs to the Aryan period, and to it may be traced the peculiar sanctity of the cow in India and Iran, For the cow is the animal which

voluntarily yields nourishment to man and aids him in his daily labour.

ZOROASTER-As to the home and time of Zoroaster, the Parsee tradition yields us no sort of information which can be of definite historical value. But we may take it for certain that the scene of his activity was laid in the east of Iran, in Bactria and its neighbouring regions. The Assyrian inscriptions demonstrate, however, that Zoroaster's teaching was dominant in Media seven centuries before Christ. Thus, if the doctrine of Zoroaster predominated in Media in 700 B. C. obviously his appearance in the rôle of prophet must have been much earlier. A more definite date cannot be deduced from the evidence at our disposition but his era may also be placed as far back as 1000 B. C.

Beginning of History

ASSYRIANS-A connected chain of historical evidence begins with the time when under Salm-anassar II, the Assyrians in 836 B. C. began for the first time to penetrate farther into the mountains of the east; and there subdued in addition to several non-Iranian people a few Median tribes. The Medes revolted from Assyria about 710 B. C.

The Median Empire

Deioces was the first Median king who instituted the monarchy [about 700 B. C.]. *Ecbatana* [Hamadan] was the capital of the Medes. His

successors were Phraortes Cyaxartes (550 B. C.). Of the states which arose out of the shattered Assyrian Empire Media, Babylon, Egypt, Cilicia and Lydia, Media was by far the strongest. The Medians rendered many useful services to their kingdom such as the organization of a well disciplined army and the encouragement of people to educate themselves.

The Empire of the Achaemenids

The Median dynasty was overthrown by Cyrus the Great, the first king of the Achaemenid dynasty. Cyrus was the seventh Parsee King, and under him the first Aryan empire was founded. The Lydians and Sardes were defeated by him, and he captured Crœsus in 546 B. C. Cyrus was killed in a battle with the Scythian nomads and buried at *Pasargadae*. After Cambyses conquered Egypt, Darius the next great Achaemenian king, consolidated the conquests of his predecessor, organized the state revenues, and issued gold and silver coins. Darius led an army into southern Russia and captured Thrace and Macedonia. He died in 485 B. C. After Darius' death Iran remained one of the most powerful countries of the world for another century and a half. The capitals of the Achaemenid kings were Persepolis and Shush [*Susa*]. The dynasty consisted of the following kings:

Cyrus (*who conquered Media in 550 B. C. and*

<i>Babylon</i> 539)	559-529
Cambyses	529-521
Smerdis	521
Darius I	521-485
Xerxes	485-465
Artaxerxes	465-425
Xerxes II and Secydianus or Sogdianus	425-424
Darius II Nothus	424-404
Artaxerxes II	404-359
Artaxerxes III Ochus	359-338
Arses	338-336
Darius III	336-330

During this period paved roads were constructed for horse drawn traffic from the shores of the Mediterranean to India, rest houses and stables (*Caravan sarais*) were built at distances not exceeding 30 kilometres. Couriers were engaged for dispatch of mail. A canal was built from the Red Sea to the Nile. Guards were posted along the roads. Travellers were searched and inspected. Military affairs were separated from civil affairs. Exploitation of mines and agricultural developments were encouraged. An academy was formed for the revision of words. A scientific group was sent to *Ecbatana* [Hamadan] for research. The religions and ethics of other nations were studied. Tribes were disarmed. Chemistry, cloth weaving, zari and rug industry were introduced. Iranians were accustomed to eat at table and sleep on wooden beds, while Greeks and other Europeans then ate and slept on the floor. The Greeks at one time revolted against the

Iranians and set fire to the city of Sard, the Iranian troops in revenge did the same to Athens. Since the middle age Achaemenians *Sparta* and *Athens* were subject to the influence of the Iranian Empire which lasted until the time of Alexander.

The Macedonian Empire

In 334 B. C. Alexander with an army of about 40,000 conquered Iran; at the same time Darius III was killed by one of his satraps. Alexander died at Babylon at the age of 32. The Seleucid dynasty established by Seleucus, one of the high ranked officers of Alexander, ruled over the country for two centuries.

The Parthian Empire

The Parthians of Khorassan about the middle of the third century B. C. drove out the Greeks and dominated Iran. Their capital was the city of *Hundred gates* near Dameghan, and afterwards *Rey* near Tehran, and later Hamadan, and in winter *Ctesiphon* near Baghdad. The Parthians reigned from 256 B. C. until 226 A. D. The boundaries of Iran during the Parthians were: in the north Trans-Caucasia, east India, and in the west the Tigris. The Parthians established customs duties, collecting 5% on imports.

The Sassanian Dynasty

Ardeshir was the founder of the Sassanian dynasty. He declared war on Rome and seized

Armenia. He restored the Zoroastrian religion to its former influence. His successor Shahpur I invaded Syria cut to pieces a Roman army and captured the Emperor Valerian; the record of this brilliant triumph still being visible in the celebrated bas-relief near Persepolis. The capital of the Sassanians was Ctesiphon.

In 531 A. D. Anoushiravan the Just, who was one of the most illustrious monarchs of Iran, ascended the throne. The white Huns during the past century had been invading the Oxus provinces and had inflicted more than one defeat on the Iranian army. Anoushiravan made peace with Rome and turned with such effect on this eastern invader that he crushed the White Huns and divided up their territories with his new ally, the Ilkhan of the Turks. But the achievements of Anoushiravan as an administrator outweigh his great fame as a soldier. He instituted a carefully graded tax, payable in money and in kind; he created a standing army that was better equipped and better disciplined than at any previous date. He reformed the laws and watched carefully over their administration, and he made the caravan routes safe. Thanks to his patronage of learned men of many countries and his interest in history and philosophy, Iran became the centre for the exchange of ideas during this period, which was one of the most glorious of Iranian history.

The last of the famous monarchs of this dy-

nasty was Khossro Parviz. He invaded the Roman Empire, captured Jerusalem, and carried off the "True Cross" which was considered to be the most sacred treasure throughout Christendom. Egypt next fell to the Iranian army and finally Chalcedon, which was situated opposite Constantinople. So desperate was the situation that Heraclius decided to desert the capital and fled to Africa. However Heraclius finally defeated Khossro and both empires were utterly exhausted in 652,

The Rise of Eslam

The rise of Islam is one of the great events in history. Inspired by the teachings of Mohamad, the Arabs overthrew the exhausted Iranian Empire and neighbouring countries, until the Caliphs ruled from Central Asia to the Atlantic Ocean. The Semites once again were in the ascendancy. Mohamad left no son, but his daughter Fatima married Ali, a cousin of the prophet. The Shi'as consider Ali and his descendants, the twelve Imams, to be the true successors of Mohamad, and execrate Omar (*considered by Sunis the Second Caliph*) who conquered Iran. Ali was assassinated, and his son Hossein, who was invited by the inhabitants of Kufeh to fight for the succession, was deserted by the fickle Arabs. On the plain of Kerbala (*Ney-Nava*) he and all the males of fighting age and his family were overwhelmed and killed, fighting to the end.

Waves of conquest from the east, Seljuks and Mongols, broke up the unwieldy Caliphate. In 1258 the capture of Baghdad by Halakou Khan marked the end of this period.

The Safavi Dynasty

The Safavi dynasty arose in the 16th century, traced its descent from Ali and was hailed with fanatical devotion as a family of priests and kings.

Shah Esmail, its founder, after fighting his way to the throne, marched off eastwards to attack the Uzbeks, who annually raided the rich province of Khorasan. He was entirely successful. Shah Esmail was unfortunate in having Soltan Salim the Grim, one of the greatest warriors of the house of Osman, as his enemy. Determined to extirpate the Shi'a monarchy before it took root, Salim led the most formidable army of the time against the horsemen of Shah Esmail. As the result of their victory, the Turks annexed the western provinces of Iran and held them for many years. Shah Esmail died in 1502 A. D.

Shah Abbas was the greatest ruler of the Safavi dynasty. He defeated not only the Uzbeks, but the Turks and thereby regained the western provinces of Iran. He restored safety to the caravan routes, and built bridges and caravansarais which albeit in decay, testify to this day to the encouragement he gave to merchants and travellers. But his crowning work was the creation of a new

capital at Esfahan. Superb bridges and stately avenues led to the magnificent Royal Square, surrounded by great buildings, chief of which was the Royal Mosque. Iran again reached a period of greatness under Shah Abbas. Europeans of various nationalities visited and described the glories of Iran. Among them were the Shirley brothers, who organized the army that defeated the Turks, and Chardin whose works reveal a deep knowledge of Iran, its history and its art.

The Safavi dynasty gradually became decadent, and early in the 18th. century it was overthrown by a body of Afghans, who massacred and plundered until a strong man arose and saved Iran.

Afsharieh

This was Nader Shah Afshar who was proclaimed Shah in 1736, and captured Qandahar, the home of Ghilzai Afghans, and in a single campaign captured the incredible wealth of Delhi [India] including the Peacock Throne. He died in 1747.

Zandieh

This dynasty formed by Karim Khan Zand, Nader Shah's aid-de-camp, who ruled with the title of regent over the whole of Iran excepting the province of Khorassan. He made Shiraz the seat of his Government and died in 1779 in the 20th. year of his reign and it is said, at the age of eighty.

Qajarieh

The founder of this dynasty was Agha Mohamad Khan Qajar; the capital being Tehran.

Agha Mohamad Khan	1787-1797
Fath Ali Shah	1798-1834
Mohamad Shah	1834-1847
Nasser Din Shah	1847-1896

During the reign of the Qajars, Russian Azerbaidjan the Caucasus, Georgia, Armenia and Daghستان in the north were annexed to Russia, and in the east Herat and Qandahar became mandatory of Great Britain. A great portion of Baluchestan was also annexed to India. Iran became unable to defend her possessions. She accepted capitulations, by the terms of which almost all foreign powers retained control over their subjects, and created extra-territorial jurisdiction.

The old order ended with the assassination of Nasser Din Shah in 1896. His successor, Mozafar Din Shah, due to pressure brought upon him by the people, was forced in the year 1906 to grant a constitution. His successor, Mohamad Ali Shah, determined to abolish the constitution. For three years there was a struggle with the result that the Shah abdicated the throne, and was succeeded by his son, Ahmad Shah, a boy of 12.

The Great War.

For generations past the rivalries and

conflicting policies of Great Britain and Russia in Asia had been a chronic source of anxiety and often of danger. until in due course negotiations between the two powers resulted in the Anglo-Russian Convention of August 1907. Its main provisions in regard to Iran were briefly: That all existing concessions enjoyed by either party in any part of the country were to be respected; but that for the future their interests and activities were to be confined to distinct and well defined spheres, viz Russia, to the region laying north of a line passing from Qassr-Shirin on the Turco-Iranian frontier on the west, to Khakhek, the point where the Russian, Iranian and Afghan frontiers meet on the east, and Great Britain to the territory south of a line running from Qazik. on the Irano-Afghan frontier, through Birjand and Kerman to Bandar Abbas on the Persian Gulf. Each of the high contracting parties undertook not to seek commercial or political concessions of the other, while the tract intervening between the two spheres above indicated was to be regarded as neutral ground in which neither party might obtain concessions.

News of the conclusion of the convention caused alarm in Iran.

During the Great War the fact that practically the whole of the intervening neutral zone between the two spheres of interests prescribed in the Convention became practically merged in the area in which the British and Russian forces operated as

part of their sphere of interest.

Judging from the attitude of Russia's representatives during the War there can be little doubt that had she become victorious, she would have placed her own interpretation on the "liberty of action, which she now claimed in her own sphere of interest. However, the question was set at rest by the lapse of the Convention in 1917 on the advent of the Bolshevik regime.

The Russians and Turks had made Iran a battlefield in 1915-16 — when the Russian forces ebbed away from Northern Iran after the Bolshevik revolution of 1917, and the Turko-Russian Armistice of December 1917, they left the Turks in undisputed possession of the field, with free access for their German allies and themselves to every part of Iran.

The terms of the Armistice provided for the withdrawal from Iran of the troops of both Russia and Turkey, but this deceived no one, British troops were immediately thrown into Iran from Mesopotamia, with the intention to penetrate into Caucasus, where the Turks were actively engaged in creating a Great Azerbaijan embracing part of Iran. The integrity of North-West Iran was threatened by these manœuvres and by somewhat similar intrigues amongst the Turkomans in North-East Iran.

It should be born in mind, too, that the British military dispositions as existed in Iranian territory at the moment of the Armistice were being continued. A British force established in Qazvin was acting in

concert with a British flotilla on the Caspian while to the North-West at the Iranian frontier existed a cordon of British troops running from Batum to Baku. In the South, the South Persia Rifles, a force organized under British officers dominated that region.

Thus, Iran was practically under the military occupation and dictation of British, Russian, Turkish and even Germans during most part of the Great War.

The Iranian Government in Tehran was being financially assisted in meeting its current expenditures by a system of advances from the British Government, which seemed to be the only way to keep the administrative machine in the country in reasonable working order.

In 1919 the demand of the Iranian delegation at the Peace Conference in Paris amongst many other things, was the reparation for the devastation of areas and destruction of property by the various armies which had entered Iran during the war, to which she was entitled as a neutral power. Unfortunately for obvious reasons the hearing was refused, and instead negotiations in Tehran with the British Minister resulted in the signature of the notorious Anglo-Iranian Agreement of August 9th, 1919, the terms of which entitled the British Government to control the Iranian Army and finances by means of advisers.

In August 1920 a Red army was entrenched in the Iranian port of Pahlavi, from which some 3000 British troops immediately retired and left the Red army in full possession of the whole province of Guilan,

where a Soviet Republic was established, and continued until October 1921.

The official view was that the Caucasian revolutionaries had got out of hand.

Anyhow it was necessary for the Iranian Government to make her peace with the Soviet Government and consider the recognition of the Soviet regime which was already rejected in 1918, when Trotsky, as Commissar for Foreign Affairs, had approached the Iranian Government for the establishment of friendly relation.

A few months later, in October, negotiations began in Moscow for a Russo-Iranian treaty which was concluded in February 1921. By this treaty, Russo-Iranian relations were placed on a firm basis.

Looking back dispassionately on the passage of the twelve years, it is fair to remind the reader that Iran was in an extremely critical condition, ruled by an effete and discredited dynasty and with a governmental regime which seemed to have no chance of regaining equilibrium without assistance from outside.

Renaissance.

Iran's hour had struck, and the man was found to lead the nation in the new paths now open to her.

His Imperial Majesty Reza Shah Pahlavi of a very old and noble family was born in Savad Kouh of the province of Mazanderan on March 16th, 1878. His father Abbas Ali Khan was commandant of the Savad Kouh Regiment and died on November 26, 1878. He was the son of Morad Ali Khan, Captain of the same Regiment, who fell dead during the battle of Herat in 1856.

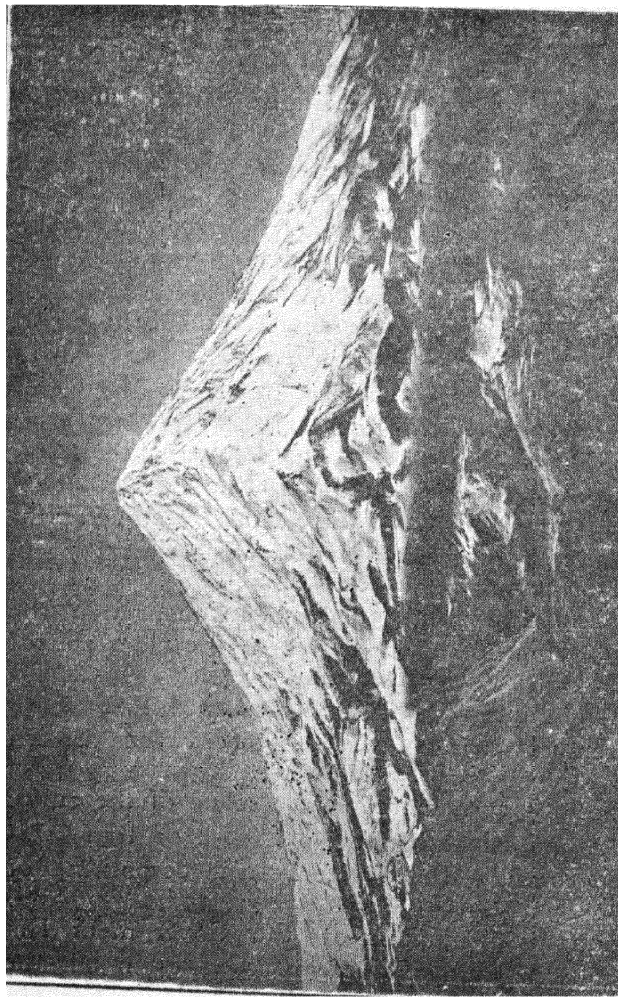
His Majesty joined the Cossak Brigade, the main regular force of the time in 1900 at the age of 22, and advanced rapidly in his career, due to brilliant services rendered by him on various missions entrusted to him on different occasions in all parts of the country.

When the course of events in 1920 compelled the Russian officers of the Cossak division to resign their commissions, His Majesty found his opportunity. He led the force under him in Qazvin to march to Tehran on February 21, 1921 and to make the coup d'etat, whereby he became the Commander-in-Chief and Minister of War on April 25th of the same year, and in October 28th, 1923, combined that office with that of the Prime Minister, till, he ascended the throne on December 17th, 1925 and the official coronation was celebrated in Tehran on April 25, 1926.

In accordance with the Iranian Constitution, the succession to the throne passes to the elder son of ruling sovereign. On December 17th 1925, His Imperial Highness Shahpour Mohammed Reza, born on December 26, 1919 was designated the Crown Prince.

Since his appearance on the scene of the public life, at a moment when the existence of Iran was menaced through the negligence and despotism of the old Qajar dynasty.

Upon his assumption of the Government, His Majesty began with the reform activities in all the domain of the country.



Mount Damavand (18700) ft.

CHAPTER

II

GEOGRAPHY

**Population-Religions-Races and
Tribes-Agriculture-Mineral
Resources**

Iran has an area of 1,645,000 square kilometres.
Boundaries.

Western frontier—The region of Ararat represents a good starting point for the definition of the western and northern frontiers of Iran. A line 20 miles in length from a point on the river Aras, in $39^{\circ} 45'$ N. and $44^{\circ} 40'$ E. to mount Ararat, in the south western direction, divides Iran from Russia. Southwards from mount Ararat the Irano-Turkish frontier extends about 700 miles to the mouth of the Shatt-el-Arab in the Persian Gulf in 30° N. and $48^{\circ} 40'$ E.

Northern frontier: From the point on the Aras river 20 miles north east of the mount Ararat, the river forms the northern boundary down to 48° E. The frontier line then runs about 35 miles in a south easterly direction through the Moghan Steppe to Pilsavar on the Bulgharu river and then south with a bend to the west to the Astara river and the port of Astara in $38^{\circ} 27'$ N. and $48^{\circ} 53'$ E. From Astara eastwards the boundary is formed by the shore of the Caspian until it touches the Bay of Hassan Kul north of Gorgan. East of the Caspian Sea and beginning at Hassan Kul Bay the river Asterek serves as the frontier as far as Chat. It then extends east and south-east to Sarakhss on the Tajan River in $36^{\circ} 40'$ N. and $61^{\circ} 20'$ E. The distance from mount Ararat to Sarakhss in a straight line is about 900 miles.

Eastern frontier: The eastern frontier extends from Sarakhss to near Gwetter on the Arabian Sea in 25° N. and $61^{\circ} 30'$ E., a distance of about 800 miles. From Sarakhss to near Kuhsan the boundary is formed by the Tajan River (River of Harat); it then runs almost due south to the border of Sistan in 31° N., and then through Sistan follows the line to Kuh-i-Malik Siah. From this point to the sea the frontier separates Iranian territory from British Baluchistan and runs south-east to Kuhak and South west to Gwetter.

Southern frontier: The southern boundary is the coast line of the Arabian Sea to the Persian Gulf from Gwetter to the mouth of the Shatt-el-Arab, a distance of 870 miles, comprised between $48^{\circ} 40'$ E. and $61^{\circ} 30'$ E. The islands situated close to the northern shore of the Persian Gulf are Iranian territory: they are from east to west, Hormoz, Larak, Gheshm, Hangam, Furur, Kish (Kais). Hindarabi, Sheik Sheaab, Jebreni, Kharakh. Kharku [Khorgu], Bahrein.

Geographically Iran may be divided into the following zones:

1. The great plateau, bounded on the north by the Alborz Range, on the west and south by the Zagros Ranges, in the east by Baluchistan and Afghanistan, constitutes by far the largest and most important part of Iran. The western and southern part of the plateau region is ribbed with mountain

ranges, the remainder is dotted with isolated mountain masses. The eastern portion is for the most part a plain sloping from an elevation of about 4000 ft. in its western extremity, with an average rainfall of about 9 in. to 1500 ft. above sea level in the east, where the precipitation averages only 4 in. This region is interspersed with large salt areas.

2. The Caspian Sea coastal plain, a narrow strip of very fertile land having an annual average precipitation of 50 to 80 inches, lies between the Caspian Sea and the Alborz mountains.

3. The coastal plain along the Persian Gulf, although during certain seasons of the year has a humid climate, owing to the meager precipitation is arid.

4. The alluvial plains of south west Iran with an average precipitation of only 5 in., owing to the existence of several large streams and a rich soil, are subject to intensive cultivation.

MOUNTAINS. The Alborz mountain range extends for a length of over 500 miles along the Caspian Sea from Azerbaijan in the west to Khorasan in the east, and includes the cone of Damavand, the highest peak in Iran - elevation 18,700 ft. The great Central Range, which extends almost unbroken for nearly 800 miles from Azerbaijan in the north west to Baluchestan in the south east, has many peaks 9000 to 10,000 ft. and near Kerman of nearly 13,000 ft. The valleys and plains west of the Central Range, as for instance

those of Mahalat, Joshaghan, Esfahan and Sirjan, have an elevation of 5000 to 6500 ft.; those within the range, as Jasb, Ardahal, and Pariz, are about 1000 ft. higher and those east of it slope from an elevation of 5000 to 6000 ft. down to the depressions of the Central plateau, which, east of Qom, are not more than 2600 ft. and east of Kerman 1500 to 1700 ft. above sea level. Some of the ranges west of the Central range, which form the highlands of Kordestan, Lorestan, Bakhtiary, and Fars, and are parallel to it, end near the Persian Gulf; others follow the Central range and take a direction to the east at some point between Kerman and the sea on the western frontier of Baluchestan. Some of these western ranges rise to considerable elevations; those forming the Irano-Turkish frontier west of the lake Reza'eyeh have peaks 11,000 ft. in height, while the Sahand east of the lake and south of Tabriz has an elevation of 12,000 ft.. Farther south the Takht-Bolgheiss in the Afshar district rises to 11,200 ft., the cone of Savelan near Ardebil rises to 15,792 ft., Alvand near Hamadan to 11,600 ft., Shuturun Kuh south of Borujerd is over 11,000 ft. in height. The higher peaks of the Bakhtiary mountains range from 12,000 to 14,000 ft, Kuh Hezar in Kerman is 14,700 ft. in height. Binalud in Khorassan (*west of Mashhad*) has several peaks of 11,000 to 12,000 ft.. A dormant volcano in south eastern Iran, called Kuh Basman, is between 11,000 to 12,000 ft., Kuh

Taftun an active triple-peaked volcano in the district of Sarhad is 12,680 ft. in height.

RIVERS - The drainage areas of Iran are:

- | | |
|--|----------------|
| 1. Into the Arabian Sea and the Persian Gulf | 135,000 sq. m. |
| 2. Into the Caspian Sea | 100,000 » » |
| 3. » » Zabol depression | 43,000 » » |
| 4. » » lake Reze'eyeh | 20,000 » » |
| 5. » » Central plateau | 330,000 » » |

The Caspian watersheds are drained by Sefid rud, Heraz, Talar and Gorgan. The principal perennial streams of the Central plateau which help to form the salt swamps or "Kavirs" are the Hab-leh rud east of Qom and Kashan, the Jajerud west of Tehran, the Kand and Karaj east of Tehran, the Gharasu rising near Hamadan, and the Zayande-h rud of Esfahan. The Kur forms the lake of Bakhteghan in Fars. The Karkheh from Kordestan and the Abi-Diz and Karun (*the only navigable stream in Iran*); which unite below Shushtar all flow into the Shatt-ol-Arab and thence into the Persian Gulf. The Jarrahi rud flows into the Karun and also directly into the Persian Gulf near Khor Mussa. The Mand between Shiraz and Bushehr, and the Minab in Kerman also flow into the Persian Gulf.

DESERT - The great desert region of Iran of varying breadth, stretches across the high plateau of Iran from north-west to south-east for nearly

800 miles. It contains vast areas of Kavirs, which for the most part cannot be traversed.

CLIMATE - With the exception of the Caspian watershed and that of the Reza'eyeh basin, the country has probably in no part a yearly rainfall exceeding 13 to 14 inches, and throughout the greater part of central and south-eastern Iran the yearly rainfall is probably under 6 inches. Along the shores of the Caspian the average precipitation is from 50 to 80 inches; along the Persian Gulf in spite of meager precipitation, at certain seasons, the climate is very humid.

T O W N	Farv.		Ord.		Khor.		Tir		Mord.		Shah.	
	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Tehran	1	23	2	32	11	34	18	36	19	36	12	30
Bushehr	19	26	25	30	28	32	30	34	30	35	27	33
Bandar Abbas	21	23	28	31	35	38	30	35	36	39	33	36
Mashhad	2	23	—	38	—	38	10	—	11	—	8	—
Mazandaran	1	21	8	27	4	28	10	30	10	31	10	30
Esfahan	—	—	—	—	—	—	20	36	23	35	—	—
Azerbaijan	5	19	2	14	12	22	24	28	23	28	20	28
Kermanshah	9	16	9	25	15	33	20	33	25	37	16	33
Shiraz (Fr.)	37	68	38	70	43	72	49	81	61	90	75	99

	Mehr		Aban		Azar		Dey		Bahm.		Esfand	
	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Tehran	9	28	3	23	7	18	—	—	9	12	1	16
Bushehr	25	32	22	25	12	13	11	13	10	12	13	17
Bandar Abbas	30	31	27	28	19	20	17	18	13	15	13	15
Mashhad	—	—	—	21	—	27	—	—	—	—	—	—
Mazandaran	6	27	2	25	1	16	—	13	2	10	1	11
Esfahan	—	—	—	—	—	—	5	9	5	5	2	5
Azerbaijan	17	23	13	18	1	14	1	9	6	4	1	14
Kermanshah	16	28	—	—	—	—	—	—	—	—	—	—
Shiraz [Fr.]	70	95	60	90	55	88	43	80	29	70	28	63

Population.

The population of Iran since the reign of Fath Ali Shah Qajar had been gradually decreasing.

According to information available Iran had a population of about 50,000,000 at the time of Fath Ali Shah.

When Caucasia, Turkestan and Baluchestan were separated from Iran the population was reduced by half.

The latest census gives Iran a population of 15,055,000.

Tehran	360,251.
Tabriz	219,949.
Mashhad	139,350.
Shiraz	119,850.
Esfahan	100,140.
Hamadan	99,852.
Rasht	89,876.
Kermanshah	70,159.
Qazvin	60,013.
Kerman	59,525.
Soltan Abad	54,987.
Rezaeiyeh	49,843.
Zanjan	45,612.
Maragheh	45,372.
Ardebil	44,308.
Pahlavi	41,997.
Abadan	40,055.

Religions: About 14,000,000 of the population are Mohammedans of the Shi-ah faith, and 800 or 900,000, principally Kurds in north-west, belong to the other great branch of Eslam, the Sunni, which differs from the former in religious doctrine and historical belief. Other religions are represented by 80,000 to 90,000 Christians (Armenians, Nestorians, Greek Orthodox and Roman Catholics, Protestants), 36,000 Jews and 9,000 Zoroastrians.

The Armenians of Iran numbering over 50,000 in so far as regards their ecclesiastical state are divided into the two dioceses of Azerbaijan and Esfahan. About three fifth of them belong to the diocese of Azerbaijan, with a bishop at Tabriz, and reside in the cities of Tabriz, Khoy, Salmas, Rezaeieh and Maragheh, and in about thirty villages close to the north western frontier; the other two fifth. under the diocese of Esfahan, with a bishop in Jolfa, reside in Tehran, Hamadan, Jolfa, Shiraz, Bushehr, Rasht, Pahlavi and other towns, and in some villages in the districts of Chahar Mahal, Feridan, Barbarud, Kamareh, etc.

The Nestorians, all living in cities and villages close to the Turkish frontier numbered about 25,000 to 30,000, but many of them, some say half, together with two or three bishops, recently went over to the Greek Orthodox (Russian) Church.

The Greek Orthodox Catholics are represented by Russisns, who reside in the north. They have a

church in Tehran and another in Tabriz.

The Roman Catholics, Europeans and Iranians [mainly Armenians] number about three to four thousand, and have churches in Tehran, Jolfa and Azerbaijan served by members of the French Lazarist mission. They also have some schools under the care of sisters of charity of St. Vincent de Paul.

The Protestants, Europeans and Iranians (converted Armenians and Nestorians) number about 6,500. The religious missions ministering to their spiritual welfare are;

- 1.— The board of foreign missions of the Presbyterian Church in the United States of America.

- 2.— The Church Missionary Society.

- 3.— The Anglican Mission.

- 4.— The London Society for promoting Christianity among the Jews, and.

- 5.— The British and Foreign Bible Society.

The Jews number about 36,000 and are found in nearly all cities of the country, but communities with synagogues and priests exist only in the larger cities like Tehran, Esfahan, Yazd, Shiraz, Hamadan, etc.

The Zoroastrians or Parsees, commonly called «Gabrs» numbering about 9,000 reside principally in the cities and villages of Yazd and Kerman, and only three or four hundred live in Tehran, Kashan, Esfahan and Shiraz.

Iranian being also grouped into Persian and non Persian.

The knowledge of the Iranian languages in older periods is too fragmentary to allow giving a complete account of this family and of its special historical developments. It will be sufficient here to distinguish the main types of the older and more recent periods.

1. Zand or Old Bactrians: — Zand is the language of the so-called Avesta, the holy book of the Zoroastrians. Not only amongst Iranian languages, but amongst all the languages of the Indo-European group, Zand takes one of the very highest places in importance for the comparative philologist. In age it almost rivals Sanskrit, in primitiveness it surpasses that language in many points, it is inferior only in respect of its less extensive literature, and because it has not been made the subject of systematic grammatical treatment. The age of Zand must be examined in connection with the age of the Avesta. There are no chronological points by which to fix the date when Zand ceased to be a living language. No part of the Avesta can well be put later than the 5th or 4th century B. C.. Before Alexander's time it is said to have been already written out on dressed cowhides and preserved in the state archives at Persepolis.

The followers of Zoroaster soon ceased to understand Zand. For this reason all that time had spared of the Avesta was translated into middle Iranian or Pahlavi under the Sassanians.

2. Old Iranian is the language of the ancient Iranians properly so-called, in all probability the mother tongue of middle Iranian of the Pahlavi texts, and of new Iranian. The Old Iranian is known from the rock inscriptions of the Achaemenians, now fully deciphered. Most of them date from the time of Darius, but there are specimens as late as Artaxerxes Ochus. In the latest inscriptions the language is already much degraded, but on the whole it is almost as antique as Zand, with which it has many points in common.

Old Iranian inscriptions are written in the cuniform character of the simplest form known as the «first class». Most of the inscriptions have besides two translations into the more complicated kinds of cuniform character of two other languages of the Iranian Empire. One of these is the Assyrian, the real nature of the second is still a mystery.

After the fall of the Achaemenians there is a period of five centuries, from which no document of the Iranian language has come down.

Under the Arsacids Iranian nationality rapidly declined, all that remains from that period - namely, the inscriptions on coins - is the Greek tongue. Only towards the end of the Parthian dynasty and after the rise of the Sassanians, under whom the national traditions were again cultivated in Iran, the lost traces of the Iranian language in the Pahlavi inscriptions and literature were recorded.

3. Middle Iranian:-Presents many changes as compared with the Old Iranian of the Achaemenians. The abundant grammatical forms of the ancient language are much reduced in number; the case ending is lost, the noun has only two inflexions, the singular and the plural. In the verb compound forms predominate. In this respect middle Iranian is almost exactly similar to new Iranian.

New Iranian:-The last step in the development of the language is New Iranian, represented in its oldest form by Ferdowsi. In grammatical forms it is still simpler than middle Iranian; except English, no Indo-European language has so few inflexions. The structure of New Iranian has hardly altered at all since the Shah Nameh; but the original purism of Ferdowsi, who made every effort to keep the language free from Semitic admixture, could not long be maintained. Arabic literature and speech exercised so powerful an influence on New Iranian, especially on the written language, that it could not withstand the admission of an immense number of semitic words. There is no Arabic word which would be refused acceptance in good Iranian. But, nevertheless, New Iranian has remained a language of genuine Iranian stock.

Amongst modern languages and dialects other than Iranian which must be also assigned to the Iranian family may be mentioned:

1.— Kordish, a language nearly akin to new Iranian.

2.— Baluch, the language of Baluchestan, also very closely akin to new Iranian.

3.— Ossetic, true Iranian, in spite of its resemblance in sound to the Georgian.

4.— Poshtu (less accurately Afghan), which has certainly been increasingly influenced by the neighbouring Indian languages in inflexion, syntax and vocabulary, but still is at the bottom a pure Iranian language, not merely intermediate between Iranian and Indian.

The position of Armenian remains doubtful. Some attribute it to the Iranian family; others prefer to regard it as a separate and independent member of the Indo-European group. Many words that at first sight seem to prove its Iranian origin are only adopted from the Iranian.

Tribes.

The Qajar dynasty and its predecessors attached great importance to the prosperity of the nomad tribes, whom they held to be, as indeed they were, the best defence of the country against foreign invaders on the western border, and to some extent on the north eastern and eastern frontier - they grew in influence and became progressively more difficult to control, and to the bold action of the chiefs of one great nomad tribe - the Bakhtiari - Iran owes, in a way, its constitutional liberties, for the agitation in 1909 which resulted in the dethronement of Mohamad Ali Shah, and the rehabilitation of a par-

liamentary regime, was due mainly to their intervention. Physically the nomad is in every way superior to the sedentary agriculturist: he has no superior in Asia. Mentally, he is more alert, more intelligent and more courageous than the villagers or townsmen, and until the beginning of the nineteenth century it was from nomad tribes that the Iranian army was recruited.

The nomads of Azerbaijan speak Turki, and those of Kordestan speak in their several dialects; the nomads of Lorestan speak a tongue which shows traces of the ancient Pahlavi tongue of pre-Islamic Iran. Some of the tribes of the Fars speak Turkish, others a dialect in which Arabic is predominant. The Turkomans of Khorassan speak Turki, and those of Baluchestan Brahni. Yet all are stamped inefaceably with a single nationality.

The immigrant elements are the outcome of four great nomadic movements during the past fourteen centuries. The first was that of Arabs in the seventh century, the second that of the Turks who in the eighth century began to move westwards from Mongolia. The third was a similar movement of the Seljuks in the eleventh century, the fourth and greatest was that of the Mongolians under Chingiz Khan and his heirs in the thirteenth century. These movements were succeeded from time to time by minor incursions, or by slow infiltrations. It is probable, for example, that the extensive colonization of Southern Fars and Khouzestan by Arab

tribes was subsequent to and independent of the original invasion of Iran by Arabs in the sixth century. It is certain that during the past ten centuries the Baluch element has increased its westerly extension in the south-east corner of Iran.

The Bakhtiari tribesmen in winter are found scattered among the low hills and undulating valleys fringing the plains, but with the arrival of Vernal Equinox they begin to turn their faces northwards, and then gradually make their way to the lofty central ranges and the high lying hillgirt plains beyond, which border on and shelve down to the central Iranian plateau.

Autumn, again, sees them retracing their arduous steps along unmade tracks over the intervening ranges to their winter haunts.

Though nomads, whose principal interests centre in their flocks and herds, they are not a pastoral people in the strictest sense, for they also practise agriculture. Indeed many tribes cultivate two sets of crops, sowing wheat, barley and other cereals in the uplands [yeilagh] in autumn, which they reap on their return in the following summer, and again sowing wheat and barley in the [garmsir] hot country in winter, which some of their number remain behind to reap and harvest when the general exodus takes place in spring.

The women of the Bakhtiari tribe weave coarse woollen carpets from the wool produced by their

own flocks, the warp of which is usually of fine strand cotton. The wool also is of similar yarn. The wool is dyed at home by the women with natural dyes, which are all, with the exception of the indigo-blue and violet, obtained by them locally from the various plants and coloured earths.

Besides carpets, the women weave a coarse woollen fabric on the outer side of which a nap of about half an inch long is left, which is used chiefly for sewing up into sacks for the transport of grain etc. This fabric is usually woven in lengths of about 9 feet 6 inches by 3 feet broad, which in the finished form, are known as Khur. The black goat hair cloth, used exclusively in the construction of their tents is 20 feet by 3 feet. This is the sack-cloth of the old testament.

Some of the leading tribes of Lorestan and Fars are of Arab origin. Kurdish tribes will be found in Lorestan, Fars and Khorassan. Turkish tribes in Lorestan and Fars. Afghan families have taken root in Kermanshah, Esfahan and Kerman, and on the border of Baluchestan. Groups of tribesmen from Lorestan and Azerbaijan have been transported as far east as Khorassan.

Though African slaves have never entered Iran in large numbers, there are thousands of families between Kermanshah and Kerman whose progenitors were black.

The average tribesman is physically as fine a type as is to be found in any country, capable of

extraordinary feats of endurance, wayward as a child and as lovable withal, a loyal friend and a good workman.

Crafts found among the tribes are few and of the most primitive character, the most being those of smith and carpenter; and here and there an armourer may be found.

The nomadic tribes play an important and indispensable part in the national economy, as is reflected in the customs returns. Not only do they weave carpets and manufacture their own tents and camp equipment and much of their own clothing, but they are purveyors of meat and butter for the towns and wool for the carpet factories; they collect gum tragacanth for export as well as oak galls and oak bark for the local tanning industry. They are responsible for the greater part of the export of raw and dressed skins, both of domestic and wild animals. They breed mules and horses, as well as camels, of a high average standard of excellence, and in an emergency are a valuable reservoir of labour for public works. They gather most of the dyes required for the carpets made by their households. Moreover, they probably bear, directly or indirectly, more than their fair share of taxation.

From a military point of view they are potential «Chasseurs Alpins», and light cavalry of the highest quality of which any nation might be proud. Yet the tribes have the defects of their qualities; they were apt to be lawless and predatory. Until re-

cently it was a point of honour with their chiefs not to pay revenues if by any means it could be avoided, and most of the main trade routes were, until 1925 frequently rendered impassable by robberies or by heavy and illegal tolls. These troubles are today matters of history.

Characteristics and Customs

Amongst Iranians, hospitality is a primary virtue and a distinguishing trait in every walk of life. The poorest recognise the obligation to share their crusts with wayfarers as poor as themselves; the upper classes dispense a hospitality, as delicate as it is generous, with a genial courtesy to which every European resident in Iran must bear grateful tribute. In a country where sufficient accomodation (such as modern hotels etc.) has not yet been made available for travellers and wayfarers must perforce travel light, this custom makes most part of the journey more agreeable.

The good manners of the poor, no less than of the rich, are another pleasant feature of the ancient and cultured race and an outstanding characteristic. Another characteristic of the Iranians to which reference must be made is the readiness to endure the vicissitudes of fate.

The Iranians accept heat and cold, hunger and thirst, pain, sickness and death as a necessary part of life, not things to fear or to avoid contact with in others, but things to face with patience, stoically

and even light-heartedly, as the common lot of man.

The population is indeed notably law abiding, offences against the person, theft and robbery with violence are almost certainly less common than in most other countries.

6. Fauna

Domestic Animals— Although motor transport is steadily increasing, the greater part of Iranian freight is still being carried by donkey, camel, mule and horse. First honours probably should go to the donkey which is to be seen throughout the country and is especially used for short distances, carrying loads of 100 to 200 lbs.. Great camel caravans handle much of the long distance transport especially in the plains and desert regions. The finest camels come from Khorassan and carry loads of as much as 600 lbs.

The horse, although used to a considerable extent to haul loaded wagons and to a lesser extent as a pack animal, is primarily used for riding. The Iranian horse with its strong infusion of Arab blood is highly intelligent, courageous, surefooted and has remarkable endurance. The Turkoman horse, from north east Iran, is a rangy, ungainly animal, but with a reputation for endurance and speed. The Turkoman races, held every autumn at Gorgan, are generally run over a ten mile course. The races are attended usually by H. M. the Shah and by the officials of State, the Diplomatic Corps and many foreigners. Races are also held each spring at

Tehran.

Sheep, fat tail and other breeds, are found grazing with herds of goats throughout the country. Mutton forms the principal meat diet of the inhabitants. Cattle are less numerous, and used largely for agriculture.

Game - Ibex and Mufflon are found in most of the mountain ranges, sometimes in large herds and afford excellent shooting. The leopard and wolf are widely distributed and tiger and deer are to be had in the Caspian Sea provinces. Wild ass are to be found in the regions of the salt deserts in central and eastern Iran, while gazelle range throughout the plain country and into the hills. Bear are found in the Alborz and Zagros ranges. Wild boar are widely distributed. Smaller mammals such as fox, jackal, badger, hare are found throughout the country.

Game birds are very numerous. Water fowl, such as geese, swans, ducks, snipe in great variety are found along the Caspian, the Iranian Gulf and in the interior wherever there are bodies of water or marshland. One of the finest of game birds is the royal partridge "kabkeh dari" of the Alborz, another is the black partridge "doraj" of the southern provinces. Other admirable game birds are the golden pheasant "gharghavol", the red-legged partridge "kabk", sand partridge or seese "teihu"; Indian grey partridge "jerufti", quail "belderchin", sand grouse "siah sineh" and the great and lesser bus-

tards "hubareh".

Falconry is still practised although to a lesser extent than formerly.

Shooting trips are easily arranged; excellent shikarchis "hunters" are always available.

Fish-In the Caspian and the streams flowing into it are found sturgeon "sak mahi", sheat fish or silue "simm", salmon "mahi azad", carp "kupur", bream "sibilu", pike perch "mahi sefid", The higher streams of the Alborz contain specked trout which are found in Tehran markets throughout the year.

7. Flora

Fruits-The variety of fruits is great, and nearly all the fruits of Europe are well represented. The common, yet excellent melons, water melons, grapes, apricots, cherries, plums, apples, oranges, mandarines etc. are within the reach of the poorest. Some fruits are famous and vie in excellence with any that European orchards and gardens produce; such are the peaches of Tabriz and Mashhed, the sugar melons of Kashan and Esfahan, the apples of Damavand, the pears of Natanz, the figs of Kermanshah etc.. Not less than sixty varieties of grapes are grown in the region of Tabriz, whilst Shiraz wine-grapes are world renowned.

The strawberry was brought to Iran about 1859 and is largely cultivated in the gardens of Tehran and neighbourhood; the raspberry was introduced about the same time. Currants and gooseberries are

also grown.

Vegetables-The common vegetables are plentiful and cheap. such as the broad bean, egg plant, onion, carrot, beet root, black turnip, potato, tomato, asparagus, celery, cauliflower, artichokes.

Flowers-Flowers are abundant and nearly all the European garden flowers, even the rarer ones, can now be seen not only in the garden parks and gardens of the rich and well to-do, but in many unpretentious courtyards with only a few square yards of surface.

8. Agriculture

Wheat barely and rice are grown in all districts, the two former to a considerable altitude (8000 ft.). The most important rice growing districts are Gilan and Mazanderan. Peas, beans, lentils, maize, millet are also generally cultivated. Large quantities of dried fruits such as quinces, peaches, apricots, plums (of several kinds), raisins, figs and pates are prepared. Almonds, pistachios, walnuts are grown in great quantities.

Tobacco of two kinds, for water pipes «Qaliam» and cigarettes, is much cultivated. Opium, one of the principal leading export of Iran, is produced in Shiraz, Esfahan, Yazd, Kerman, Khorassan, Borujerd, Kermanshah and Kordestan.

Among the valuable vegetable products are various gums and dyes, the most important being gum tragacanth. Other gums are gum ammoniac, asafetida

galbanum, sagapanum, sarco colla and opoponax.

Dye stuffs are produced from henna, woad, indigo and madder plants, which are indigenous to Iran.

Forests—There are many kinds of trees in the forests of Gilan and Mazanderan producing good timber: alder, ash, beech, boxwood, elm, hornbeam, juniper, maple, oak, walnut, nettle tree, Siberian elm, plane tree and various kinds of poplar and willow. Pipe stems are made from the wild cherry tree.

Fisheries—Fish is a staple food along the shores of the Persian Gulf and the Caspian region. The fisheries of the Caspian littoral are operated by a Irano-Russian Company. The caviar produced is of a world wide reputation in quality.

9. Manufacture

The following Iranian manufactures are produced:- Porcelain and earthenware, tiles, arms and armour, textile fabrics, needle work and embroidery, metal work, wood carving and mosaic painting, manuscript, enamel, jewelry and native musical instruments. Of the above carpets, shawls, woollen and cotton fabrics and silk are the most important.

Carpets may be divided into three categories:

1—Ghali, with a pile and cut like plush.

2—Gilim, smooth.

3—Namad, felt.

The ghali and its smaller sizes, called «ghali-cheh», are too well known in America, Europe and

elsewhere to require detailed description. Rugs are chiefly made in Farahan, Yazd, Kerman, Kashan, Khorassan and Gorgan and among the nomad tribes of southern provinces. Gilims used for curtains, hangings and chair covers are made principally in Khorassan, Shushtar and Kordestan. Shawls are manufactured in Kerman, Esfahan and Gilan. Wollen fabrics are manufactured in many districts, but largely in the north. Coarse cotton stuffs, chiefly of the kind called «karbas» are manufactured in many places. Cotton called «Qalamkar» which are used for table cloths and curtains are block printed in Esfahan and Shahreza (Ghomosheh). Silk fabrics are made principally in Khorassan and Yezd.

10. Mineral resources

Iran possesses considerable mineral riches, but the absence of cheap and easy means of transport to the mineral regions in the interior of the country makes exploitation on a remunerative scale difficult at the present time. Deposits of ores of copper, lead, iron, maganese, zinc, nickel, cobalt, gold, silver etc. exist in the country. There are turquoise mines near Neishabur, copper mines in Khorassan, Semnan, Azerbaijan and Kerman, two mines of iron in Gilan and Mazanderan, lead mines in Khorassan, Semnan, Azerbaijan and Kerman, two of orpiment in Afshar and Reza'eyeh districts, one of cobalt at Kashan, one of alum in Kazvin and a number of coal mines in the

lar district north of Tehran and at Hiv and Abyek north west of Tehran. There are many quarries of rock salt, gypsum, lime and some of marble alabaster, soapstone etc.

Industry

The oil industry

There lies in the foothills of the Bakhtiari mountains, in the province of Khuzestan, some 35 miles south east of the ancient city of Shushtar, the ruin of a Zoroastrian fire temple known as Masjid-Sulaiman (*Solomon's Temple*). If, in the first years of the Christian era, a traveller had journeyed northwards from the island of Abadan, at the head of the Persian Gulf to that temple, he would have crossed more than a hundred miles of well irrigated land, lying on both sides of the river Karun, and have come eventually to a wilderness of crumpled and crumbling hills, bare of trees and of verdure. Except for the great king's highway, which ran from "Shushan", the palace of an earlier dynasty, through Dizful and Shushtar to Esfahan, crossing the Karun a few miles to the north by a majestic bridge, there were only mule tracks which the nomadic tribes with their flocks and herds traversed twice a year in their search for grass. The loneliness of that waste of hills was disturbed only by the wandering nomads, or by lions, hyaenas and jackals.

Let us look today at our traveller's starting

point, the island of Abadan. On a site which 21 years ago was nothing but a mud flat there is now a great industrial settlement, as modern in many respects as an European industrial town, with some 50,000 souls, most of whom are engaged in one of the world's most vital basic industries; and adjoining the town is the greatest oil port of the East.

Around Masjid-i-Solaiman over an area of about 200 square miles there is today a settled industrial population of some 30,000 people provided with nearly all the conveniences of civilization; metalled roads, light railway, electric light and power, hospital, telegraph, telephone, wireless station, schools, clubs, playing fields, and race course.

All of these are due to the enterprising spirit of the late William Enox D'arcy, who in 1901 secured from the then Shah an exclusive concession for the exploitation of petroleum, etc. throughout the whole of Iran, excepting the five Northern Provinces bordering the Caspian Sea, for a period of 60 years. For several years D'arcy fought against repeated disappointments until the late Lord Strathcona and the Burmah Oil Company came to his help. Seven years later, at Masjid-i-Solaiman, a desolate valley in the Bakhtiari Uplands, a "gusher" recorded success and justified the building of a pipeline to Abadan 135 miles away with refinery there, the work being finished about 1912. From 1913 to December 31st, 1929 over £9,400,000 was paid in Royalty, which for 1930 alone totalled £1,323,679,

while wages and local payments in Iran totalled over 2,000,000 annually, apart from contributions to schools and hospitals in Khuzistan and other parts of Iran.

On November 27, 1932 the Government cancelled the D'arcy concession and a new Concession was signed on April 29th 1933, ratified by Majless. The new Concession terminates in 1993. The territory was reduced by one half, and by December 31st 1938 the Company has to select definite areas totalling 100,000 sq. miles for its operations. The Royalty was fixed at a minimum of £750,000 per year based on a Royalty of 4 shillings per ton of oil sold, plus 20% of any dividends paid in excess of L671,250. A minimum payment of L225,000 to L300,000 per year was fixed for exemption from Taxation for the Company, and the Company undertook to pay L10,000 per year on professional education of Iran Nationals. The Company also undertook to sell at preferential rates Motor Spirit, etc. in Iran.

In full settlement of outstanding claims a sum of £ 1,000,000 was paid by the Company at once. Royalty for the year 1932 totalled £ 1,502,278 apart from taxation and other payments.

The authorised Capital of the Company is £26,500,000 and the Dividend on ordinary shares paid in 1931 was 5% and in 1932 7½ %.

CHAPTER III

GOVERNMENT

Court and Cabinet - Parliament - Provincial Administration - Municipalities - Iranian Representatives Abroad -

Foreign Diplomatic Missions

in Iran - Education -

National Defence.

1. Court and Cabinet

The King—The King of Iran is His Imperial Majesty Reza Shah Pahlavi

The Ministry of Court of Pahlavi.

The Minister of Court is equal in rank to any other Minister and enjoys the same privileges, with the exception that he does not participate in the meetings of the Council of Ministers nor has any responsibility before the House.

His Ministry consists of the following branches;
Ceremony & Protocol (Internal & External)
Buildings, Palaces and Gardens.
Secretariat.
Royal Stables.
Royal game preserves.

The Cabinet—There are 8 Ministers and three Under - Secretaries who meet under the presidency of the **Prime Minister**. The Prime Minister is chosen by the Shah: the Shah appoints the other Ministers on the recommendation of the Prime Minister. The Ministers are responsible to the Majless, jointly in matters which concern the Ministries and individually in that which concerns their respective Ministries and the Departments under them.

The Ministry of Foreign Affairs.

The organisation of this Ministry is as follows:

Department of Cabinet & Ciphers.

„ „ Personnel, Inspection & Administrative Tribunal.

„ „ Passports Nationality & Registration.

„ „ Economics.

„ „ Archives, Library & Confidential Files.

First Political Department (in charge of affairs pertaining to Turkey, Afghanistan Iraq, Egypt and Hedjaz).

Second Political Department (in charge of affairs pertaining to Soviet Russia, Poland Baltic States and the Balkan).

Third „ Department (in charge of affairs pertaining to other European and Asiatic States, American continent and other parts of the world).

Fourth „ Department (Treaties, League of Nations and Study of Laws).

Department of Protocol & Ceremony.

Department of Accounts.

The Minister of Finance—Controlling the Financial Administration together with Customs, the Opium and Tobacco Monopolies, Road Taxes, the Cadastral Survey the Treasury and the Fisheries.

The Minister of Justice— Who is also in charge of Registration.

The Minister of War— Controlling the Army, Navy and the Air Force.

The Minister of Interior— Controlling the Internal Administration together with the Police, Prisons, Medical and Sanitary Services, Institut Pasteur. Census and the Tourist & Propaganda Department.

The Minister of Communications
Controlling Roads, Railways Ports and Navigation.

***The Under-Secretary for Commerce**
Controlling Trade, Banks and organising exhibitions.

***The Under-Secretary for Agriculture** Controlling Forests and Stock Breeding

***The Under-Secretary for Industry**
Controlling Mines, Concessions and Factories.

2. Parliament

Mozafar-Din Shah granted the constitution on December 30, 1906, under which the Majless (*Par-*

* The Under-Secretaries for Commerce, Agriculture and Industries come directly under the direction of the Prime Minister.

liament) was established. The Majless consists of a single chamber elected by universal manhood suffrage. All male citizens 21 years of age and over have the right to vote, except the military and persons convicted of any criminal offense. No person can be elected who is under the age of 30 or over 70, who is the head of any government department in the election districts, who is in the police or military service or who has been convicted of any criminal offense or is bankrupt. Voting is carried out by secret ballot. The maximum number of members is fixed at 136, but this number can be increased by special legislation. The Jewish and Zoroastrian communities each elect one, and the Armenians have two representatives in the Majless. The members are elected for 2 years, but the same members can be re-elected providing they are not beyond 70 years of age. Members of the Majless cannot accept any government position, until six months after they have resigned from the Majless.

The House of Parliament (*Baharestan*) is composed of a handsome and well built group of old and modern buildings, surrounded by a beautiful garden, which was formerly the property of Sepah-Salar.

Members of Parliament elect 8 Parliamentary committees of which the Legislative, Foreign Affairs, Finance and Economics are the most important. All new legislative projects, which are either classed as

ordinary or urgent are introduced over the signature of the Prime Minister and the Minister concerned, and after reference to the appropriate committee for consideration and amendment, are presented to the Majless for final discussion and sanction.

Political and Administrative Divisions.

In 1840 there were 29 administrative divisions, in 1868 twenty two, in 1875 twenty nine, in 1884 nineteen, in 1908 thirty five and 34 in 1934.

The country is divided into six provinces, "Aya-lat", twelve sub-provinces and 15 regions, "Valayat", which are ruled by governor generals and governors appointed by and are responsible to the Crown and to the Minister of Interior.

A. Provinces

1.— Eastern Azerbaijan comprising Tabriz (seat of the governor general), Ardebil, Qara Jadag, Maragheh, Jolfa, Marand, Astara, Khalkhal, Sarab, Saen Qal'eh, Garm Roud, Chahar Oimag, Bolouk Salasseh, Dehkharegan, Hasht Roud.

2.— Western Azerbaijan comprising Reza'ieh (seat of the governor general), Saouj Bolag, Khoy, Makou, Shahpour, Mian-do-Ab, Eshnuyeh, Soldouz, Qara Einy, Arab, Sardasht, Mokry.

3. Kerman comprising Kerman (seat of the governor general), Bam and Narmashir, Aghba and Afshar, Shahdad, Rafsenjan, Sirjan, Jiroft, Zarand Ravar.

4.—Fârs comprising
nor general,] Fassa, Dâ, Mazeran, Abadan,
Jahrom, Arab and Basseri, Mamassani, Lar Sab'ah
Arssanjan, Firouz Abad, Ardekan, Estehbanat, Qash-
ghai.

5.—Khorassan comprising Mashad (seat of the
governor general) Sabzevar, Torbat Heidary, Neysha-
bour, Zour Abad, Jam & Bakhrâz, Ferdowss, Sar-
akhs, Essfrayen, Kalat, Khaf, Tabass, Tarvin,
Lotf Abad, Birjand, Qaien, Shirvan, Gonabad, Qou-
chan, Bojnourd, Darjaz, Kashmar.

6.—Mokran. Zahedan.

B. Sub-Provinces

1.—Esfahan (seat of the governor), Chahar.
Mahal, Freidan, Shahreza, Lanjan, Ardestan, Chahar
Lang.

2.—Mazanderan. Sari (seat of the governor),
Babol, Amol, Chahar Dangeh, Nour, Kojour, Mash-
had Sar, Savad Kouh, Band Pey, Do Dangeh, To-
nekabon, Rankouh, Firouz Kouh, Ashraf.

3.—Guilan.
Rasht (seat of the governor), Bandar Pahlavi, Lahi-
jan, Foumanat, Langueroud, Tavalesh, Kouhpayeh.

4.—Hamadan.
Hamadan [seat of the governor], Assad Abad.

5.—Khouzestan. *Rio. 00074760'*
Ahwaz (seat of the governor), Abadan, Massjedeh
Soleiman, Dezful, Shushtar, Hoveizeh, and Bani
Torof, Mohammareh, Ram Hormoz, Falahieh, Qas-

sabeh, Hendijan, Bassatin, Janaki.

6.- Banadereh Jonoub [southern ports].

Bushehr [seat of the governor], Bandar Abbas, Bandar Lengeh, Bandar Minab, Bandar Rig, Dashti & Dashtestan, Qeshm, Hangam, Jask.

7.- Boroujerd and Lorestan.

Boroujerd [seat of the governor], Japelagh and Barbaroud.

8.- Gorgan and Dasht Gorgan.

Gorgan [seat of the governor], Bandar Jaz, Ramyan & Fenderessk, Kord Mahalleh, Nodeh Melk, Hajilor, Gomosh Tapeh, Pahlavi Daj, Gonbad Qabouss.

9.- Qazvin.

Qazvin [seat of the governor], Roudbar, Alamout, Khareghan, Zahra & Ramian.

10.- Kermanshahan.

Kermanshah (seat of the governor), Kerend & Sareh Pol, Songor & Kolyaei, Kangavar, Harssin, Qassr Shirin, Sahneh.

11. Kordestan.

Sanandaj (seat of the governor), Saghez, Baneh, Sardasht, Essfand Abad.

12. Tehran. Tehran (seat of the governor), Savojbolagh, Shahriar, Damavand, Gar and Fashafueh, Khar and Varamin, Kan and Sulegan, Lavasanat, Eivanekey, Taleghan.

C-Regions.

1 — Aragh or Soltan Abad (seat of the governor), Farahan, Ashtian, Roudbar, Tafresh, Kazaz Vafss.

2.— Malayer, Tousserkan, Nahavand: Malayer (seat of the governor).

3.— Yazd. (seat of the governor), Naein, Ardekan, Abarqou, Mehriz, Batgh and Behabad, Taft, Rastaq, Jandaq, Poshte Kouh.

4.— Khamseh —Zanjan (seat of the governor), Abhar Roud, Tarom Solla, Tarom Olia.

5.— Kashan—Kashan [seat of the Governor], Jowshaqan, Natanz.

6.— Qom—Qom [seat of the Governor], Khajestan, Jassb, Qahestan,

7.— Golpayegan -Golpayegan (seat of the Governor), Khonsar, Kamareh.

8.— Semnan [seat of the Governor], Sangessar.

9.— Dameghan

10.— Shahrud

11.— Mahallat

12.— Garrous

13.— Ilam [Posht Kouh]

14.— Behbahan

15.— Saveh and Zarand.

The provinces and sub-provinces are further divided into districts, cities, towns and villages which are ruled by Lieutenant Governors appointed by the

Governor Generals with the approval of the Minister of Interior,

Municipalities.

By a law passed on May 30, 1930, Municipal Councils have been elected in most of the cities and towns. Presidents of the Municipalities are appointed by the Minister of Interior.

The Municipal Councils levy municipal taxes subject to the approval of the Council of Ministers.

Tourism in Iran

It was early in 1934 that the tourist industry came to be recognised in Iran, as an important factor in the national economy. And as a result the Government was induced to resort to the promotion of the tourist business as a restorative measure. The work was vigorously pushed forward by creating a special department in the Ministry of Interior, known as "Le Département de Tourisme et de Propagande" whose work is to afford every kind of facility to the tourists visiting this country.

Since the organisation of this Department every effort has been made to render the travel of foreign tourists more agreeable. It is intended to have the hotel accomodation at tourist points and elsewhere amplified. It is also planned to create a regular motor service between the different cities and towns in

order to ensure more efficiency in travelling.

From the above description it is clear that the activities of "Le Département de Tourisme et de Propagande" in the development and improvement of tourist points will result in a conspicuous advance in the tourist industry of this country, which as a country distinct, in geographical features, history, customs and manners differ from the countries of the West.

Although the number of the foreign visitors already shows an increase in volume during the last few years, still it is expected that after the completion of the system of tourist organizations, Iran will soon be prepared to welcome and accommodate any stream of the world's traffic, which may flow into this tourists' paradise in these days of international travel.

Touring Club de l'Iran

T. C. I.

Amongst various activities of the "Le Département de Tourisme et de Propagande" has been the creation of a Touring Club in 1935 on the lines of the similar organizations existing in most of the civilized countries.

This Club affiliated to the Alliance Internationale de Tourisme, Belgium, is formed with a Committee of

persons prominent in the public eye.

Iranian Representatives abroad

Afghanistan: Embassy: Kabul.

Consulate General: Herat.

Consulate : Chakhansur.

Arabia Saudia : Riaz Najd

Belgium : Legation : Brussels.

Brazil : Legation: Rio de Janeiro (absent)

China : Consulate: Shanghai.

Czechoslovakia: Consulate: Prague.

Egypt : Legation ; Cairo

France : Legation: Paris (5 Rue Fortuny)

Germany : Legation : Berlin (33 Tiergarten
Strasse).

Consulate : Hamburg.

Great Britain: Legation: London (10 & 11
Princes Gate. S. W. 7).

Holland The Hague (Absent)

India : Consulate General: Delhi.

Consulates : Bombay, Karachi

Vice-Consulate : Koweita.

Iraq : Legation: Baghdad (Telegraph
Square).

Consulates : Basra, Karbela, Mo-
sul, El Emara.

Vice.Consulates: Khaneqin, Na-
jaf, Soleimanieh.

Italy	: Legation: Rome.
Japan	: Legation: Tokio.
Poland	: Legation: Warsaw.
	Saudia Arabia : NAJD
Sweden	: Legation: Stockholm.
Switzerland	: Legation: Berne.
	League Delegation: Geneva.
Syria	: Consulate General: Beirut.
Turkey	: Embassy: Ankara.
	Consulate General: Istanbul
	Consulates: Smyrna, Trebizond.
United States	
of America	: Legation: Washington.
	Consulate General: New York.
U. S. S. R.	: Embassy : Moscow.
	Consulate Generals: Tiflis, Baku,
	Askabad.
	Consulates: Batum, Nakhchevan.

Diplomatic Missions in Iran.

A. - Embassies.

- 1.-Afghan Khiaban Kassra Telephone: No.1139
- 2.-Turkish „ Amir Beglari „ 501.
- 3.-U.S.S.R. „ Nasser Khosrow „ 554.

B. - Legations.

- 1.-American [U.S.] Khiaban Abbass Abad 684

2.-Austrian	Austrian Legation, [Ankara Turkey.]	
3.-Belgian	Khiaban Ferdowsi	645.
4.-British [Great Britain]		632.
5.-Czechoslovakian	Chahar Rah Bahrami	1397
6.-Danish	Khiaban Amir Beglari	2444
7.-Dutch	Khiaban Fakhr Abad	1611.
8. Egyptian	„ Qavamos Saltaneh	578.
9. Finnish	(Absent)	
10.-French	Khiaban Amir Beglari	1284.
11.-German	„ Ferdowsi	800.
12.-Iraqian	„ Shah	2179.
13.-Italian	„ Amir Beglari	1283.
14.-Japanese	„ Bouzarjomehri	966.
15.-Lithuanian	Lithuanian Legation, Moscow, U.S.S.R.	
16.-Norwegian	Norwegian Legation, Moscow, U.S.S.R.	
17.-Polish	Khiaban Fakhr Abad „	679.
18.-Swedish	Khiaban Kakh	422

C.—Consulates.

- 1.—Ahvaz: British—U.S.S.R.
- 2.—Birjand: British.
- 3.—Bushehr: British - French.
- 4.—Esfahan: British - U.S.S.R.
- 5.—Gorgan: U.S.S.R.
- 6.—Hamadan: British.
- 7.—Kerman: British.

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- | | |
|-----------------|---|
| 8.—Kermanshah | British - Iranian - U.S.S.R. |
| 9.—Mashhad; | Afghan - British - U.S.S.R. |
| 10.—Mohammareh; | British - Iranian. |
| 11.—Pahlavi; | U.S.S.R. |
| 12.—Rasht; | U.S.S.R. |
| 13.—Rezayeh; | Turkish - U.S.S.R. |
| 14.—Shiraz; | British - U.S.S.R. |
| 15.—Tabriz; | British - French - German Tur-
kish - U.S.S.R. |
| 16.—Tehran; | Afghan - American - Austrian -
Belgian - British - Czechoslova-
kian - Danish-Dutch - Egyptian.
French-German-Italian-Japane-
se-Lithuanian - Norwegian-Po-
lish-Swedish, Yugoslavia |
| 17.—Zabol; | Afghan - British. |
| 18.—Zahedan; | British. |

Education.

The rapid progress made in this sphere is shown by the following table:

Year	Students	Schools	Teachers	Budget Rials
1923	55.131	612		
1924	96.369	1.943		
1925	108.953	2,336		7.731.300
1926	132.694	3.285		11.011.003
1927	137.496	3.177		14.113.418
1928	150.811	3.502		16.350.237
1929	153.929	3.300		18.483.755
1930	163.346	3.644	8.465	18,983.750
1931	181.698	3.643	8.297	23.609.960
1932	200.926	4.181	10.023	26.750.370
1933				41.270.150

The difference between the budgets for the last two years is due to foreign exchange rate for the upkeep of our students in Europe.

Universities in Tehran.

Medical-Pharmacy-Dental, Economy & Laws, Pedagogy, Conservatory of Music, Agriculture, Engineering, Commerce, Sepahsalar, where religious doctrines and literature are taught.

Miscellaneous Schools.

Post & Telegraph, Agricultural, Financial, Statistical, Pahlavi Urchins, Municipal, Military, Fine Arts.

Foreigners have the following schools in Tehran and in important cities:

American: Boys & Girls Schools and College.

British: Israélites.

French: St. Louis, St. Joseph, Jean d'Arc, and Israélites.

Soviet Russia, Boys and girls.

The following schools exist abroad,

Iraq	5	Government schools.
Russia	2	" "
Istanbul	1	Public "
Turkestan (Russia)	3	Public "

8. National Defence.

Iran had no regular army until 1920. Although the Russian Mission of 1899 organised a Cossack Brigade and several regiments were embodied and drilled by Swedish officers, a feeling of jealousy prevailed between the two organisations and the Government was unable to establish safety in the country.

H. I. M. Reza Shah Pahlavi, taking over the command of the army, reorganized the troops and equipped them with modern arms and ammunition. To day the troops are equipped with the best and latest types of arms.

At present the system of conscription is enforced by law in the country and all men at the age of 21 are eligible for compulsory military service.

The period of service is fixed at 24 months. Graduates of high schools and universities serve only 18 and 12 months respectively.

The Iranian forces consist of the following:

Army—Navy—Air Force — Road Guards, Town Police are entirely a different organisation and come under the jurisdiction of the Ministry of Interior.

The majority of the officers now on active service have been trained in Europe, mostly in France.

During the reign of His Imperial Majesty Reza Shah Pahlavi the tribes have been disarmed and subdued and travelling has been made safe.

Finances

Iran has achieved a credit balance, and is in a position of financial liquidity unique in the post-war world, with no internal debt. The only foreign debt is that of the British Government which originally amounted to £ 2,444,657 and Ts. 1,637,738 which at the end of 1934 amounted to £ 1,059,131—4—6 only.

1] The following are the total figures of general revenue and expenditures for the past 11 years.

Revenues

	Rials	Pahlavis
1924—25	247.675.940.—	
1925—26	247.675.940.—	
1926—27	258.025 800.—	
1927—28	276.857.297.—	
1928—29	311,124.040.—	
1929—30	353.374.827.—	
1930—31	321.759.399.—	859.000
1931—32	421.400.000.—	787.000
1932—33	506.912.227.—	
1933—34	621.713.417.—	
1934—35	751.123.487.—	

Expenditures

	Rials	Pahlavis
1924—25	247.159.072.80	
1925—26	242.784.362.80	
1926—27	244.133.705.70	
1927—28	276.113.917.—	
1928—29	349.452.601.—	
1929—30	352.987.776.—	
1930—31	321.753.678.—	858.663
1931—32	421.399.870.—	407.176
1932—33	506.904.460.—	
1933—24	621.607.865.—	
1934—35	750.827.790.—	

2] The principal items of actual revenue from all sources are as follows:

Direct Tax—Cash

„ „ —in kind

Public Domains — Cash and kind

Customs

Opium and Tobacco Monopolies

Road Tolls.

Other indirect taxes.

Oil Royalties.

Post and telegraphs.

3] The following are the principal imports :

Cotton piece goods.

Sugar, Arms and munitions, Machinery, Iron and Steel bars, plates, Tea, Cotton yarn, Mineral oil, Haberdashery, Motor car and parts, Woolen piece goods, Iron manufactures, Chemical products, Rails, screws, rivets, pipes etc. Cotton and rayon piece good, Cotton and wool piece goods, Spices.

4] The following are the principal exports:

Mineral oil, Raw cotton, Woolen carpets, Raw wool, Dried and fresh fruits, Gum tragacanth, Opium, Silk cocoons, Rice, Sheep's casings. Lambskins

5] The average current rate of exchange:

1900 — 52	1921 — 51
1905 — 61	1922 — 56
1910 — 54	1923 — 47
1915 — 58	1925 — 45
1916 — 38	1930 — 63
1917 — 29	1931 — 100
1918 — 27	1932 — 103
1919 — 25	1933 — 84.50
1920 — 34	1934 — 78.67
1935 — 60	

Reserve funds:

Gold bar and bullion: 15.875.310³²⁷ Kilos.

Total imports and exports by some countries, in the order of their importance from the commercial point of view, during 1933—1934:

Country	Rials
U. R. S. S.	235.421,860
U. S. A.	135.224.203
Germany	130.856.989
Great Britain and Ireland	119.639.459
India	116.281,945
Japan	94.558.350
Iraq	39.224,476
Czechoslovakia	33.526.820

Belgium	32.891.838
France	26.544.579
Turkey	20.320.078
Sweden	16.201.823
Italy	10.816.473
Dutch Indies [Java]	8.821.889
Syria	5.902.264
Egypt	5.654.278

Banking

It was only in 1888 that a European Bank [the new Oriental Bank Corporation, Ltd.] established itself in Iran and modern ideas of banking were introduced into the country. Until then the banking was done by the local money changers and some merchants [Iranians and foreigners] who occasionally undertook special outside transactions. In 1889 the Shah granted a concession to Baron Julius de Reuter for the formation of a state bank with the exclusive right of issuing bank notes, not exceeding £ 800.000, without special assent of Iranian Government. On the basis of the local currency, the silver Kran. With the title of "The Imperial Bank of Persia" the bank was formed in the autumn of the same year, and incorporated by royal charter granted by Queen Victoria and dated the 2nd of September 1889. The authorised capital was £ 4.000.000 but

the Bank started with a capital of £ 1,000,000 and began its business in October 1889.

In April 1890 it took over the Iranian business of the New Oriental Bank Corporation, soon after opened branches and agencies at the principal towns, and issued notes in the same year.

During the first two years the bank remitted the greater part of its capital to Iran at the then prevailing exchange, and received for every pound sterling 32 to 34 krans [Rials]; but in consequence of the great fall in silver in 1893 and 1894, the exchange rose to 50 krans per pound sterling and more, and the bank's capital employed in Iran being reduced in value by more than one third—100 krans which at the beginning represented £ 3, then being worth only L 2 or less—the original capital of one million sterling was reduced to L 650,000 in December 1894.

In 1889 the Shah also granted a concession to Jaques de Poliakov of St. Petersburg for the establishment of a "loan bank". or, as the original concession said "mont-de-piété" with exclusive rights of holding public auctions. A company was formed in the same year and started business at Tehran in 1890 as the "Banque des Prêts de Perse", after con-

fining its operations for some years to ordinary pawn-broking, it obtained the aid of the Russian State Bank, acquired large premises in Tehran and branches at Tabriz, Rasht, Mashhad and other places.

In accordance with the treaty of 1921, concluded with the Soviet Government this bank was reverted to the Iranian Government, which under the supervision of the Ministry of Finance has been changed to "Banque Iran" endeavouring the settlement and collection of its old claims, but does not enter into any kind of banking transaction.

Banks

The Agricultural Bank of Iran:

A branch of the National Bank established in 1930. Authorized capital 50,000,000 Rials.

Address: Khiaban Ferdowsi, Tehran,

Imperial Bank of Iran: Established in 1889. Authorized capital L 650,000

Head Office in London. Has 17 branches in Iran as follows:

Abadan—Ahwas—Bushehr—Esfahan—Hamadan
Kerman—Kermanshah—Mashhad—Mohammareh—
Pahlavi—Rasht—Shiraz—Soltanabad—Tabriz—Teh-
ran (Bazar)—Yazd—Zahedan.

Address: Meidan Sepah, Tehran (Chief Office).

National Bank of Iran: Established in 1925. Authorised capital 20,000,000 Rials. Has 29 branches throughout Iran as follows:

Ahvaz—Bandar Abbas—Birjand—Borujerd—Bushehr—Dezful—Esfahan—Rafsanjan—Firuzkuh—Hamadan—Kashan—Kerman—Kermanshah—Khorram Abad—Lahijan—Mashhad—Mohammareh—Pahlavi—Qazvin—Rasht—Razaeyeh—Shahi—Shiraz—Soltan Abad—Tabriz—Tehran (Bazar)—Yazd—Zabol—Zahedan.

Address: Head Office—Khiaban Ferdowsi, Tehran.

Ottoman Bank: Founded in 1863. Head Office in London. Authorised capital £ 10,000,000. Has four branches in Iran as follows:
Hamadan—Kermanshah—Soltan Abad—Tehran.

Address: Khiaban Nasserieh, Tehran.

Pahlavi Bank: Established in 1925. Head Office in Tehran. Authorised capital 30,000,000 Rials. Has 11 branches in Iran as follows:

Esfahan—Hamadan—Mashhad—Qazvin—Rasht—Sabzevar—Shahsavari—Shiraz—Soltan Abad—Tehran [Bazar].

Address: Khiaban Sepah, Tehran.

Russo—Iranian Bank: Established in 1925, Authorised capital 5,000,000 Golden Roubles. Head Office in Tehran. Has four branches in Iran as follows:

Mashhad—Pahlavi—Tabriz—Tehran [Bazar]

Address : Pamenar, Tehran.

CHAPTER

IV

Currency-Weights-Measures-Calendar

Currency.

The present monetary unit is the Rial
100 Dinars equal one Rial.

The coins in circulation are:

5 Dinars	Nickel.
10 „	„
25 „	„
50 „	Silver
1 Rial	„
2 „	„
5 „	„

Bank notes are issued by the National Bank of Iran for denominations of:

5—10—20—50—100—500 and 1000 Rials.

Weights and Measures.

According to an act passed by the Majless the Metric System has been adopted, but still the old system is widely in use specially in the provinces.

Weights

1/1000 kilo.	=	1 gram
1/100 „	=	1 decagram [10 grs]
1/10 „	=	1 hectogram [100 grs]
1000 „	=	1 ton
1/10 gram	=	1 decigram

1/100 „ \equiv 1 centigram

1/1000 „ \equiv 1 milligram

Measures of Surface. (Unit: 1 sq. mt.)

1 sq. metre \equiv 100 sq. decimetres, or
10.000 sq. centimetres or
1.000.000 sq. millimetres

100 sq. metres \equiv 1 Ar

1 hectar \equiv 10.000 sq. metres, or
1 sq. hectometre (Jarib)

Liquid measures

1 gram \equiv 1/1000 litre

1/100 litre \equiv 1 centilitre

1/10 „ \equiv 1 decilitre

10 „ \equiv 1 decalitre

100 „ \equiv 1 hectolitre

Measures of Capacity. (Unit: 1 cub. mt.)

1 cubic metre \equiv 1.000 cub. decimetres or
1.000.000 cub. centimetres

1 ester \equiv 1 cub. metre (for measuring
wood)

1 cub. decimetre \equiv 1 litre

1 litre \equiv About 1½ ordinary bottle.

Measures of Length.

1 metre = 100 centimetres

**Comparison of Weights & Measures
formerly in use in Tehran with Metric
System.**

Measures of Length.

1 zar	=	104 centimetres
1 gereh	=	6 ¹ / ₂ „
1 bahr	=	3.25 „
1 farsakh	=	6240 metres
16 gereh	=	1 zar
6000 zars	=	1 farsakh

Weights

1 kharvar	=	300 kilos
1 rey [4 mans]	=	12 „
1 Shah man	=	6 „
Tabriz man	=	3 „
1 charak	=	750 grams
1 Seer or		
(16 mesqal)	=	75 „
1 Mesqal	=	4.68 grams
1 Nokhod	=	195 milligrams
1 Gandom	=	48 „
1 Qirat	=	2 decigrams

1 gram	=	5.12 nokhods.
10 grams [1 decigram]	=	2 mesqals & 3—2/10 nokhods
100 „ (1 hectogr.)	=	21 mesqals & 8 nokhods
1000 „ [1 kilogram]	=	213 mesqals & 8 nokhods
3 kilograms	=	1 man
1000 „	=	1 Ton.

Calendar

According to an act passed by the Majless the year is divided into 6 months of 31 days each, 5 of 30 days and one of 29 (*or 30 in leap years*).

The names for these months are:

Farvardin	31	Days	about	21st.	of	March	to	21st	of	April
Ordibehesht	31	»	»	»	»	April	»	»	»	May
Khordad	31	»	»	»	»	May	»	»	»	June
Tir	31	»	»	»	»	June	»	»	»	July
Mordad	31	»	»	»	»	July	»	»	»	Aug.
Shahrivar	31	»	»	»	»	Aug.	»	»	»	Sept.
Mehr	30	»	»	»	»	Sept.	»	»	»	Oct.
Aban	30	»	»	»	»	Oct.	»	»	»	Nov.
Azar	30	»	»	»	»	Nov.	»	»	»	Dec.
Dey	30	»	»	»	»	Dec.	»	»	»	Jan.
Bahman	30	»	»	»	»	Jan.	»	»	»	Feb.
Esfand	29 or 30	»	»	»	»	Feb.	»	»	»	March

The Official Government Holidays

New year - 1st. of Farvardin	3 days.
13th. day of the year	1 day
Religious holidays 10th. Zihajeh	1 »
» » 18th. »	1 »
Mourning days, 9th., 10th., & 11th. of Moharam	3 days
Anniversary of the constitution, 14th. Mordad	1 day
Mourning days 10th. Safar	1 »
» » 28th. Safar	1 »
Proclamation of Mohamad 27th. Rajab	1 »
Religious holiday 15th. Shaban	1 »
Morning days 19th, 21st., & 23rd. of Ramazan	3 days
Religious holiday 1st. Shaval	1 day
The Coup-d'Etat day 3rd. of Esfand	1 day
Birthday of H. I. M. Reza Shah Pahlavi 24th. Esfand	1 day

The official weekly holiday is Friday. Christian and Jewish houses take their own holidays as well.

The Moslem Calendar

(Lunar year)

The Moslem epoch is based on the Hejira or migration of Mohammad from Mecca to Medina.

The first day of the Era is not the actual day of the migration but is the 16th. of July 622 A. D.

This calendar is purely lunar. The year consists of 12 months of 30 or 29 days alternately, the last

being sometimes 30, and is therefore either 354 or 355 days in length. It follows that the Moslem year begins earlier year by year, according to Gregorian dates, by 10, 11 or 12 days.

The Moslem months of the year are :

Moharram	} <i>Months of mournings</i>
Safar	

Rabi-ol-Aval

Rabi os-Sani

Jamadi ol Aval

Djamadi os-Sani

Rajab

Shaban

Ramazán [*The fasting Month*]

Shaval

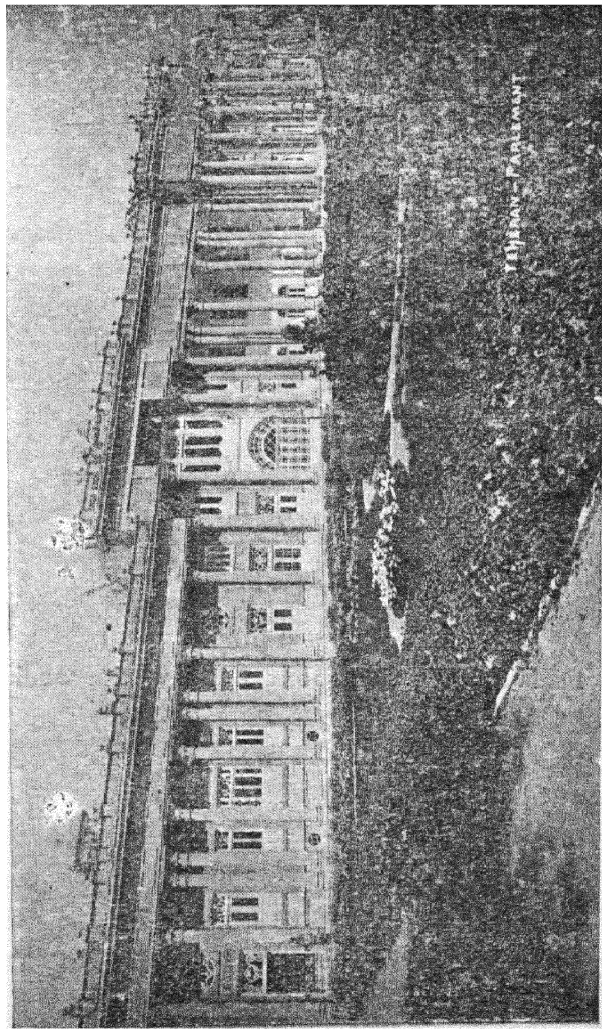
Zi-Qadeh

Zi-hajeh

Friday being the public holiday, the week begins with Saturday.

The names of the week-days are:

Shanbeh	Saturday
Yek Shanbeh	Sunday
Do Shanbeh	Monday
Se Shanbeh	Tuesday
Chahar Shanbeh	Wednesday
Panj Shanbeh	Thursday
Jom'eh	Friday



The Parliament building (MAJLESS) in Tehran

CHAPTER V

COMMUNICATIONS

**Post-Telegraph-Wireless
Telephone.**

wires on iron posts. In 1901 a convention was concluded between the Iranian and British Governments for a three wire on iron posts from Kashan to Baluchestan via Yazd, Kerman and Bam.

In addition to these lines Iran possessed 6700 kilometres of single wire line.

The telegraphic Convention between the Iranian and British Governments at which the Indo European Telegraph Co. was ceded to the Iranian Government took place in February 1932.

At the present moment Iran possesses 27,275 kilometres of single line.

On the whole the Telegraph Office handled 1,156,019 telegrams during 1932 comprising of 41,639,072 words. It had handled 6,881,434 more words than the previous year.

Here below is given the number of telegrams handled by that office during the last four years which shows a steady increase for each year:

1929	844.000
1930	946.000
1931	1.070.000
1932	1.156.019

3. Wireless

Several large wireless stations of the latest types

have been installed in the important cities. These stations have direct communications with most of the European countries and handle a large portion of commercial telegrams.

4. Telephone

The telephone service in Iran is operated under a concession granted by the Government to an Iranian Company known as "La compagnie générale des téléphones en Iran". The Company has branches in most of the towns and cities in Iran and has also established lines between most of the towns.

In localities where no telegraph station exists telephone messages in writing can be sent at a reasonable charge.

In Tehran the telephone calls are by number but in the provinces the use of the name of the subscriber is sufficient.

List of telephone lines for public use between certain important cities

Khossrovi—Kermanshah.

Kermanshah—Hamadan—Tehran,

Tehran—Rasht.

Tehran—Zanjan—Tabriz,

Tehran—Qom—Esfahan.

Esfahan—Shiraz—Bushehr.

Shiraz — Lar.

Tehran — Firuzkuh — Babol — Bandar Jaz.

Tehran — Semnan — Gorgan.

Tabriz — Astara.

Tabriz — Reza'eyeh.

Rasht — Pahlavi.

Tehran — Soltan Abad — Borujerd — Dezful — Ahvaz.

Abadan — Esfahan — Yazd — Kerman.

CHAPTER VI

LAWS

Justice.

Entry and Residence

Law-Income Tax-Nationality Law

Justice

In 1889, after Nasser-ed-Din Shah's return from his third visit to Europe, the council of State was instructed to compile a code of law for the regulation of justice. A beginning was made by ordering the translation of the Code Napoleon, the Indian Moslem Code, and the Code Napoleon as modified for Algeria; but nothing was further done.

Justice was administered by the Shah and his representatives according to one law and by the clergy according to another, but the decisions of the former were not to be opposed the fundamental doctrines of Islam. The Shah's representatives for the administration of the justice were the governors and other official judges and members of the clergy appointed by the Government but some cities were without regular appointed judges; decisions according to the Sharr-i (the divine or written law) were given by all the members of the clergy.

There existed another tribunal in the Ministry of Foreign Affairs at Tehran with agents in the provinces. The functions of this tribunal according to the stipulations of the treaty of Turkomanchai was to inquire into and judge differences and suits between Iranian subjects and foreigners.

The judgement had to be given in the presence

of the dragoman of the mission or consulate [of the foreign subject], and that, once judicially concluded, such suits would not give cause to a second inquiry.

A foreign subject implicated in a criminal suit could not be pursued or molested in any way unless there existed full proofs of his having taken part in the crime imputed to him, and should he be duly convicted of the crime, he was handed over to his legation, which either sent him back to his own country for punishment or punished him in Iran by fine or imprisonment. etc.

After the constitution one of the first acts of the Majless (Iranian Parliament) was to separate the law from other functions of the country which resulted in the establishment of the Courts of Justice.

Naturally in a country where no justice existed before these organizations were deficient and it required quite a long time to correct the deficiencies. By and by other laws were introduced and were put into force and any deficiencies observed in them were soon remedied.

Of course, even now the Iranian justice is very young and is changing to the better day by day and the Government endeavours to introduce laws to meet the present requirements. In 1929 the capitu-

lation was abolished and now Iranians and foreigners alike settle their differences in the same courts.

Law of entry, exit and residence of Foreign Nationals in Iran

Voted by the Majless on May 10, 1931,

Article 1.— All foreign nationals should obtain permission from the Iranian officials concerned for entering and residence in, and exit from, Iran.

Article 2 — Permission for entry in, and passage through, Iran is obtained by means of visas granted by Iranian officials abroad on passports or identify papers and certificates issued by the foreign States to which each alien owes allegiance.

Iranian officials abroad must refrain from granting visas in the following cases:

(a) When they suspect the validity of the documents presented,

(b) To those who are considered Iranian subjects under Iranian law and who may desire to make a trip to Iran with non-Iranian nationality papers.

(c) When the presence of an alien in Iran is against the security of the country and public order or for other reasons inconsistent with the interests of the country,

(d) When an alien has been convicted of grave misdemeanour or crime in Iran or when convicted of misdemeanour or crime in a foreign country.

(e) When an alien has previously been deported from Iran.

(f) When the presence of an alien in Iran is inadvisable in consideration of public hygiene or because of incontinent pursuits.

(g) When an alien is unable to prove that he has the means of living in Iran either with his own capital or through useful professions.

Visa granted by Iranian officials abroad give the holder the right of sojourn for 30 days in Iran in addition to the right to enter with due regard to the provisions of Article 3. Cases regarding which the Government has presented a special procedure make exception to this rule.

Article 3.— When an Iranian official abroad is unaware of any of the obstacles mentioned in Article 2 at the time he grants a visa or when such obstacles should later develop, the pertinent officials can refuse to grant authorization for permanent or temporary residence or annul the authorizations issued.

In each of the above cases after the authorization issued has been annulled the local Police will

deport the alien from Iran.

The pertinent Iranian officials alone shall determine the reasons mentioned in the present and preceding articles. It is not, however, permitted to refuse authorization in other cases.

Article 4.— The residence of foreign nationals in Iran is of two kinds, namely, temporary and permanent. Permanent residence [domicil] is when an alien has adopted legal establishment in Iran. In other cases the sojourn of an alien will be considered as temporary.

The Police will furnish permits for permanent or temporary residence, and no foreign national can stay in Iran beyond the period of time indicated in his permit. The permit for temporary sojourn and or permanent residence can be renewed and extended.

Article 5. — Foreign nationals are bound to leave Iranian territory upon the expiration of their permits for transit or sojourn, unless they request the Police to extend their permit and obtain authorization.

Entry and transit visas may also cite the number of times the holder may cross the borders.

Article 6.— Permit for permanent residence will be furnished by the central Police of the locality where an alien may desire to establish himself with

due regard to the provisions of Article 3. An alien may acquire such permit through the Iranian representatives abroad before entering Iran.

A permit for permanent residence should be renewed every year.

Article 7 — Transit visa through Iranian territory is given by the Iranian representatives abroad with due regard to the provisions of Article 3. Such visa allows an alien to stay on the road during the period of time specified in his visa. The itinerary and the time required for transit may be mentioned in the visa. The Police can extend the period whenever expedient.

Article 8 — All foreign nationals are in duty bound to report to the Police in writing their place of residence within 48 hours after their arrival in any part of Iran.

Any alien residing in Iran must call at the Police in person within 8 days after his arrival at his place of residence in order to register his name there and obtain a certificate. Owners of public houses are also in duty bound to report to the Police any alien who should stay in their houses more than 48 hours.

The statistics of aliens will be made up in a book kept in the Imperial Police. The duties of aliens under this article in reporting their house and re-

gistering their names may be fulfilled by third parties in accordance with regulations.

Article 9.— Any alien residing in Iranian territory should have a document from the Government to which he owes allegiance, proving his identity and nationality.

When expedient the Police of the locality can furnish an alien who for some reason or other has failed to obtain the above-mentioned document with a temporary permit for residence or a special authorization for exit from Iran. In this case the Police of the locality has the right to determine and limit the place of temporary residence of the alien in Iran or his itinerary.

In the documents substantiating the nationality of an alien and also in the permit for his temporary sojourn the names of his wife, male and female children and descendants, brothers and sisters accompanying him who are not of age and who are his dependants may be mentioned.

Article 10. — Authorization for exit from Iran will be given an alien by the Police of the locality where he has his temporary or permanent residence.

Article 11.— An alien may be deported from Iranian territory in the following cases or his place of residence may be changed;

(a) When he violates the provisions of this law

(b) when in conformity with Articles 3 and 4 an alien's permit for transit or residence is annulled.

The Police will put into effect the decision for deportation,

Whenever a decision is taken for deportation and delay in enforcing such decision is not inconsistent with the interests of the country, the Police or other competent offices will notify the person to be deported of the decision and of the respite that may be granted for its enforcement,

If the alien undertakes to leave the country within the time limit indicated by the competent office he will leave freely: otherwise he will be deported under custody. The deportation expenses incurred when an alien is to be deported under custody will be defrayed out of the revenues provided for in Article 14.

Article 12.— In cases when residence permit is refused and decision is taken by the competent authorities designated by the Government to deport an alien, the alien will have the right to refer to the Ministry of Interior and request a revision of that decision.

The request will be presented either in writing or by telegraph through the competent authority who has taken the decision. The alien can, however,

transit the purport of his request also to the Ministry of Interior directly.

The presentation of a request for revision will retard deportation except in cases when from the viewpoint of the interests of the country deportation is deemed urgent. The Police may, however, hold the alien under special attention pending the determination of the result of revision.

Article 13 — In order to safeguard security for the interests of the public or in view of sanitary considerations the Council of Ministers may take the following decisions which restrain or render conditional the entry, residence, exit and transit of aliens:

- (a) Preventing frontier traffic in whole or in part.
- (b) Forbidding temporary or permanent residence in, or transit through, certain areas in Iran.
- (c) Adopting special means of supervision over aliens in cases of emergency.

Article 14.— The following fees will be collected for the issuance of permits for permanent or temporary residence and for extending transit permits of aliens.

- (1) The equivalent of one gold Rial for extending a transit permit and issuing a temporary residence permit and its renewal.

(2) The equivalent of two gold Rials for issuing permanent residence permit and for its renewal.

Article 15.— The following persons will be sentenced to correctional imprisonment from 3 months to one year and to cash fine from 200 to 2000 Rials or to one of the two penalties unless their offense is covered by laws prescribing more rigorous penalties.

[1] Any person who should forge a passport or a permit for residence or transit or who should use them knowing that they are forged or who should obtain such forged papers for another person.

[2] Any person who should intentionally bear false witness before the pertinent officials for the purpose of obtaining a passport or a permit for residence or transit or who should make fallacious statements or who should dissemble matters which are effective in determining nationality, or who should purposely use a passport, a residence or transit permit or an identity card acquired by such means.

[3] Any person who should purposely cross the Iranian border without having the necessary documents and permits and also any person who should choose unauthorized routes or cross forbidden frontiers.

[4] Any person who for purposes of proving his

identity or nationality should use documents or papers or an identity card belonging to some one else, and any person who for purposes of proving the identity or nationality of an alien should furnish others with his own or other people's documents, papers, or identity card.

[5] Any person who should conceal in order to escape the execution of the decision taken for his deportation, or who should return to Iran without permission after having been deported therefrom.

[6] Any person who should have taken part or should have assisted in any of the above-mentioned acts. Beginning to perpetrate the offenses mentioned in this Article is tantamount to perpetration.

Any person who for availing himself of the rights which can be acquired by virtue of this law or the regulations connected therewith should commit in a foreign country one of the acts mentioned in clauses (1), (2) and (4) of this Article shall be prosecuted and punished after he comes to Iran except in the following cases:

(a) When he is convicted in a foreign country by authority of a definitive sentence and when the penalty has been inflicted.

(b) When the period of time allowed for prosecution or execution of punishment has elapsed under the limitation laws of Iran.

Article 16 — Any alien failing to observe the prescriptions of this law or the regulations and orders that may be issued by virtue of this law, shall be sentenced to a cash fine of from 12 to 600 Rials, unless a more rigorous penalty is prescribed for his offense in this or the other laws.

The same punishment shall be enforced in the case of owners of public houses failing to abide by the provisions of Article 8.

Article 17.— Those who violate the prescriptions of this law shall be tried before public tribunals.

Article 18.— The following persons are exempt from the provisions of this law:

- (1) Those who enjoy diplomatic immunity.
- (2) Consular officers of Foreign Governments and the members of their families living in the same house as well as their official staff.

But if Iranian nationals of the foregoing classes residing in any foreign country should not enjoy the above privileges in whole or in part, reciprocal treatment will be accorded the corresponding nationals of such country.

The Iranian officials shall on condition of reciprocity furnish the parties covered by paragraphs [1] and [2] of this article with diplomatic visas for en-

tering through and leaving Iran.

[3] The members of missions sent to Iran by Foreign Governments with the concurrence of the Iranian Government and other persons having received diplomatic visa from the Iranian officials.

Note: The Ministry of Foreign Affairs will with the concurrence of the Ministry of Interior draw up special regulations for the enforcement of this law.

Article 19.— As to the staff and crew of vessels and passengers having no intention to enter and reside in Iran who should not have the necessary documents required under this law and who land when vessels stop temporarily at the Iranian seaports, the Ministries of Foreign Affairs, Interior and Finance shall draw up special regulations which they shall communicate to the Imperial Police and the port officials concerned.

Article 20. — Aliens who are in Iran on the date when this law goes into effect must refer directly to the Police of the locality where they reside within 2 months from the said date in order to obtain residence permits.

The Police shall act in conformity with Articles 4 and 9.

Article 21.— In place where a Police Office has not been established, the Governor of the loca-

lity or his representative shall perform the duties assigned to the Police under this law.

Article 22.— The sole article voted by the Judicial Committee of the Majless on Tirmah 11, 1308 [July 2, 1929,] is repealed.

Article 23.— This law shall come into effect as of Khordad 15, 1310 (June 6, 1931.)

Summary of Income Tax Law

[Voted November 1933—Revised December 1934]

1] Firms and factories with the exception of banking institutions, whose headquarters are in Iran will pay a tax on the total of their net revenues, no matter whether a part or the whole of it has been obtained abroad.

2] The net revenue of firms and factories on which a tax is payable is the net revenue of the previous year with the reserve fund of the same year.

3] Those firms whose headquarters are outside Iran shall pay a tax on the net revenue of their operations or products obtained in Iran.

4] Firms and factories have to submit each year by the middle of June to their local Financial Agency:

a] Copy of their latest balance sheet in which

their profits and losses are stated and certified as correct by their responsible representatives.

b] Pay the Income Tax on same.

5] All merchants, companies or factories have to send to their local Financial Agency by the end of May of each year a list of their employees coming within this law, with the amount of salary and other advantages received (meaning those who have the use of a car or a house free of rent, etc). Such advantages will be estimated at their cash value and added to the salary and a tax should be payable on them.

6] From the total net revenues of 2400 Rials upwards the following Income Tax will be collected.

1 ⁰ / ₀	from the total of	2400	to	5000	Rials	
1 1/2 ⁰ / ₀	„ „ „ „	5001	„	10000	„	
2 %	„ „ „ „	10001	„	20000	„	
3 %	„ „ „ „	20001	„	30000	„	
3 1/2 %	„ „ „ „	30001	„	50000	„	
4 %	„	50000	Rials upwards.			

7) Foreign Diplomatic & Consular representatives are exempted.

8) 00.10 Rial stamp tax is payable on all cheques regardless of the amount of the cheque.

9) Differences arising between the Department of Finance and taxpayers will be referred to a special committee whose vote of majority will be binding.

Tax on Motor Vehicles

Registration tax for motor vehicles has been abolished as of December 1934, and no tax is collected from motor vehicles.

Certain important articles, extracted from the Iranian nationality law

- 1— The following are deemed to be Iranian subjects. Namely:
 - a—All inhabitants of Iran, with the exception of persons whose foreign citizenship is not objected to by the Iranian Government.
 - b—Any person whose father is an Iranian, regardless of where he was born.
 - c—Any person born in Iran, whose parents are unknown.
 - d—Any person born in Iran, of foreign parents, one of whom was born in Iran.
 - e—Any person born in Iran of foreign parents and who has been resident in Iran, until the age of 18.
 - f—Any foreign woman married to an Iranian.
 - g—Any foreigner who has acquired Iranian citizenship.
- 2— In the case of children born in Iran of foreign parents in whose country children born of Ira-

nian parents according to their laws automatically become their subjects and their reversion to Iranian citizenship requires special permission reciprocal action is taken.

3—Any person having the following qualifications can acquire Iranian citizenship.

a—Who has attained the age of 18.

b—Who has been resident in Iran for 5 years.

c—Who has not deserted military service.

e—Who has not been convicted of any criminal offence other than political.

4—Any person having served the public interests of Iran or having rendered useful assistance may be granted Iranian citizenship regardless of the provisions of residence.

CHAPTER VII

TRANSPORTATION

Roads - Railways

Navigation - Aviation

Roads

Up to 1922 with the exception of five short roads having an aggregate length of less than 1300 kilometres, all the roads of the country were mule track, carriageable in the plains and during season but totally unfit for continuous wheeled traffic during all seasons, and in the hilly districts often so difficult as to cause much damage to goods and the animals carrying them. The five exceptions were:

- 1) Rasht—Qazvin—Tehran, 379 Klms.
- 2) Jolfa—Tabriz, 135 Klms.
- 3) Tehran—Qom—Soltan Abad, 282 Klms.
- 4) Mashhad—Qouchan, 155 Klms.
- 5) Qazvin—Hamadan—Kermanshah, 422 Klms.

The first section was constructed in 1897—1899 by a Russian Company, in virtue of a concession which the Iranian Government granted in 1893; and the second section was constructed in 1878—1879 by the Iranian Government at a cost of about 1 000.000 Rials, ceded to the concessionaires of the first section in 1896, and repaired and partly reconstructed by the Russian Company in 1898—1899. Both sections were officially opened to traffic in August 1899. The second road was constructed by the same Russian Company in 1903. The third road also consists of two sections, the first Tehran—Qom, the other

Qom—Soltan Abad. The first section was constructed by the Government in 1883 at a cost of about 600,000 rials purchased by the Imperial Bank of Iran in 1890 for £ 10,000. The second formed part of the "Ahvaz Road concession" which was obtained by the Imperial Bank of Iran in 1890 with the object of connecting Tehran with Ahvaz on the Karun by a direct cart road via Soltan Abad, Boroujerd, Khorram Abad, Dezful and Shushtar. The concession was ceded to Messrs Lynch of London, "The Iranian Road and Transport Company" in 1903.

The fourth cart road,—Mashhad—Qouchan was constructed by the Government in 1889—1892 in accordance with the provisions of the Khorassan Boundary Convention between Iran and Russia of December 1881,

The fifth road was also constructed from Qazvin to Hamadan by the Russian Company, and the British troops during the Great war constructed a temporary road between Kermanshah and Hamadan.

Under article 10 of the Irano-Soviet Treaty of February 21st, 1921, the roads formerly operated by the Russian Company were reverted to the Government, and the concession held by Messrs Lynch was cancelled in October 1921, due to the former's neglects to fulfill the conditions.

One of the most important changes brought about in Iran, is motor road construction and introduction of modern transport. As improved roads are opened to traffic, pack animals and carts, which in former times were the sole means of conveyance, are being rapidly displaced by motor transport. Before the reign of H. M. Pahlavi there were only a few hundred kilometres of road open to wheeled traffic.

During the first three years of the present regime intensive motor road construction started and is still being continued.

The length of roads available in the country at the beginning of the year 1300, as stated below, were 3931 kilometres which for the most part were established for military purposes:

1) Tehran—Qazvin—Rasht—Pahlavi	Kms. 379
2) Qazvin Hamadan-Kermanshah-frontier	» 629
3) Tehran—Qom—Aragh	» 282
4) Qom—Esfahan via Kashan	» 299
5) Esfahan—Shiraz—Bushehr	» 778
6) Tabriz—Jolfa—Khoy	» 214
7) Part of the Khoy road to Qotour	» 100
8) Mashhad—Zahedan	» 1006
9) Mashhad—Bajgiran	» 244

Part of the above roads were trafficable by nature and no repairs were made to them. Other parts

of the constructed roads due to neglect were not favourable to traffic, in fact, the length of roads trafficable during the year 1300 did not exceed 3000 kilometres and there was not any organisation available for their upkeep and only in special cases some minor repairs were made.

From 1300 onward special attention was given in Iran to construction of roads and at present the length of roads available amounts to 17700 kilometres as follows:

1.—The roads connecting the capital with the frontiers:

- | | |
|--|---------|
| 1] Tehran—Qazvin—Rasht—Pahlavi | Kms 379 |
| 2] Tehran—Karaj—Chalous—Port of
Nowshahr | » 210 |
| 3] Tehran—Qazvin—Hamadan—Ker-
manshah—Khosrovi | » 776 |
| 4] Tehran—Firouz Kuh—Babol—Mash-
had Sar | » 291 |
| 5] Tehran—Qazvin—Zanjan—Tabriz
Jolfa | » 761 |
| 6] Tehran—Firouz Kuh—Semnan—
Damghan—Shahrud—Sabzevar—
Neyshabour—Mashhad—Bajgiran | » 1163 |
| 7] Tehran—Qom—Aragh—Malayer—
Boroujerd—Khorram Abad—Dez-
ful—Ahvaz—Mohammareh | » 1103 |

8] Tehran—Qom—Esfahan—Shiraz —

Port of Bushehr Kms 1181

9] Tehran—Esfahan—Yazd—Kerman -

Bandar Abbas » 1719

II.— The roads connecting the main roads with each other or other points on the frontier.

In Azerbaijan:

a] An important road that has been established round the lake of Rezayeh which starts from Tabriz and passes through the important towns of Maragheh—Miandoab—Savojbolagh—Bandar Heidar Abad Rezayeh—Shahpour—Khoy—connecting with Jolfa. The length of this line is 581 kilometres.

b) Heidarabad-Gadouk Sheikh Katoula—83 kilometres.

c) Khoy-Makou-Bazorgan (Turkish frontier)—137 kilometres.

d) Khoy — Qaraeini—134 kilometres. This line ends at Avajigh on the Turkish frontier.

e) Marand—Khoy—81 kilometres.

f) Tabriz—Ahar—Khiav—Ardebil—322 kilometres.

g) Youssef Abad —Sarab—Ardebil—Astara—245 kilometres.

h) Danalou — Tazekand, connecting Maragheh with the port of Danalou—7 kilometres.

i) Rezayeh—Kalmankhaneh, connecting Rezayeh

with the port of Kalmankhaneh—21 kilometres.

In Kordestan:

a] Savojbolagh—Boukan—67 kilometres.

b] Miandoab—Boukan—59 kilometres.

c] Boukan—Saghez—Sanandaj—Kermanshah—367 kilometres.

d] Saghez—Baneh—Sardasht—126 kilometres. Only 60 kilometres of this road has been levelled and the work is being continued.

e] Sanandaj—Marivan—130 kilometres. This road was opened only in 1935 and at present is being completed.

f] Hamadan—Sanandaj—170 kilometres.

In Kermanshah:

a] Shah Abad—Hosseini Abad [Ilam]—134 kilometres. A branch road from Ilam to Mansour Abad of 100 kilometres is under construction and shall be open to traffic in the near future.

b] Sarcheleh—Guilan—42 kilometres. This road branches from Shah Abad—Ilam ending in Guilan. Another road is being constructed beginning in Guilan towards Qasre Shirin.

c] Bisotoun—Khorram Abad—159 kilometres.

d] Kangavar—Tousserkhan—Malayer 89 kilometres.

e] Gazanchi—Nowsoud—150 kilometres. This line branches from Kermanshah—Sanandaj and was opened in 1935. Construction of bridges and other

work for its completion is being carried on.

f] Hamadan—Malayer 86 kilometres.

g] The road from Nafte Shah to Soumar with a length of about 30 kilometres is under construction. and also a line to Charde Aval.

In Khouzestan:

a] Ahvaz—Behbahan—349 kilometres.

b] Khorram Abad—Tarhan—82 kilometres. Forty kilometres of same has already been levelled.

c] Khorram Abad—Boroujerd via Chogloundi—100 kilometres. 55 kilometres of the above has been levelled and the rest is being completed.

d] Mohammareh—Abadan—15 kilometres.

e] Ahvaz—Shushtar—Dezful—180 kilometres.

f] Masjed Soleiman and the oil mine routes — 150 kilometres.

In Fars:

a] Kazeroun—Fahlian—Behbahan—219 klms.

b] Shiraz—Ardekan—Tele Khosrowi 180 klms.

c] Shiraz—Lar—Lengeh—673 kilometres. This road is trafficable but at present the work of completion and change of direction is being carried on in some parts.

In Kerman—Balouchestan:

a] Kerman—Shahdad—101 kilometres. Half of this road has already been levelled.

b] Khash—Karvandar—Iranshahr—150 klms.

Half of same has already been levelled.

c] Kerman—Bam—Shourab—Zahedan— 820 kilometres.

d] Shourab—Bampour—Iranshahr—153 klms.

In Esfahan:

a] Qom—Kashan—Na'in — 377 kilometres.

b] Yazd—Tabass—Ferdows — 692 „

c] Esfahan—Khonsar—Golpayegan—Khomein — Delijan — 301 kilometres.

d] Khomein—Aragh — 66 kilometres.

e] Shoja Abad—Mourcheh Khar — 65 klms.

f] Saleh Abad—Tafresh—Ashtian — 49 klms.

Half of this road can be traversed by car.

In Khorassan

a] Mashhad—Birjand—Zahedan — 1006 klms.

b] Mashhad—Fariman—Kariz — 230 kilometres.

This road for 70 kilometres to Fariman has already been levelled and the work is being continued,

c] Emamgholi — Lotf Abad — Darrehjaz — 100 kilometres, is being constructed.

d] Gonabad—Ferdows — 103 kilometres.

In Maznaderan:

a] Shahi—Sari—Ashraf -- 69 kilometres.

b] Bandar Shah—Gorgan — 37 „

Around Tehran:

a] Shah Abdolazim—Varamin — 35 klms.

b] Sorkheh Hessar—coal mine of Shemshak — 45 kilometres.

III.— Roads that have been constructed along the shores of the Caspian Sea and the Persian Gulf:

a] The northern shore road, beginning from Ashraf and ending at Rasht — 431 kilometres.

b] The southern shore road, beginning from Bushehr and ending at the port of Lengueh — 723 kilometres. 320 kilometres of this road has been levelled and the work is being continued.

IV.— The roads that have been slightly repaired and which could be traversed only during the dry season:

a] Tehran—Eivanekeif—Semnan — 226 klms.

b] Qouchan—Bojnourd - Gonbad Qabouss—Gorgan — 447 kilometres.

c] Ahvaz—Bassatin — 91 kilometres.

d] Ahvaz—Fallahieh — 120 „

e] Rasht—Astara — 173 „

f] Ahvaz — Abadan 110 „

g] Ardebil—Pilesavar 100 „

h] Soufian—Sharafkhaneh—Shahpour 130 klms.

i] Yazd—Souramagh — 210 kilometres

V.— The roads that are on the construction program and plans for which are being prepared:

a] Rasht—Mianaj via Khalkhal— distance of

245 kilometres. The construction work on this road has already been started from both ends.

b] Esfahan — Ahvaz via Bakhtiari—a distance of about 400 klms.

c] Kerman—Jiroft—Roudbar.

d] Kerman to Khorassan.

a] Shouasef Zabol—Zahedan — a distance of 350 kilometres which has already began from both ends,

Owing to the mountainous nature of the Iran plateau most of the above mentioned roads pass over important passes and specially the new road crossing the Kandovan Pass having an altitude of 3008 metres is one of the highest passes in the world, On the other routes the important passes are as follows.

1. Between Tehran and Jolfa the passes of Jamal Abad-Shili and Yam
2. » Tehran—Pahlavi the pass of Kouhin
3. » » —Mazanderan the pass of Abbasabad.
4. » » —Khosrovi frontier the pass of Sol-tan Bolaghi—Avaj—Assad Abad—Patagh,
5. » Tehran—Khorram Abad—Dezful, the pass of Razan—Zangheh and Tagheghani.
6. » Tehran—Mashhad—Bajgiran, the passes of Firuz Kuh—Bashm and Ahvan.

7. Between Khoy—Bazorgan (Turkish frontier), the passes of Hamzian—Qomoshgan and Palantoukan.
8. » Khoy—Shahpour—Rezayeh, the passes of Qaratapeh and Qoushchi.
9. » Heidarabad—Iraqian frontier, two important passes of Sheikh.
10. » Tabriz—Ahar the pass of Meshkanbar.
11. » Tabriz—Astara, the passes of Gambahan, Sain and Heiran.
12. » Sanandaj—Savojbolagh, the passes of Serai, Amirabad and Qaregol.
13. » Sanandaj—Hamadan, the pass of Salevat Abad and Hamekess.
14. » Sanandaj—Kermanshah, the pass of Morvarid.
15. » Sanandaj—Marivan, the passes of Ariz, Kherseh, Tijtij and Garan.
16. » Kermanshah—Nowsoud, the passes of Nohpalangan, Gariveh, Shamshir and Zavan-ganeh.
17. » Shahabad—Ilam, the passes of Qalach and Reno.
18. » Bisotoun—Khorram Abad, the passes of Keshvar, Koureh Qalandar, Gavkosh and Divandar.
19. On the road to Tele Khosrowi and Shiraz the

peaks of Sichah, Cheshmeh Gol and Sangmang.

20. Between Kerman and Shahdad the peak of Siraj.

21. Between Tehran and Shiraz the peaks of Qorogchi and Koulkosh.

The small passes have not been mentioned in this list.

VII. Building and tunneling.

All the new roads are being constructed in accordance with the technical methods and the maximum grade is about 6% and the minimum radius about 25 metres. On the new routes tunnel construction have also to be considered such as those constructed between Khorram Abad—Dezful and between Shah Abad—Illam, each being sixty metres long. Other smaller tunnels have also been constructed on the new roads.

VIII.—Bridges.

Before the construction of the Suez Canal the most important trade routes of the world passed through Iran therefore the construction of roads and especially bridges were constantly under the most strict observation of the authorities. The following are some of the historical bridges partly existing:

1. Dokhtar Bridge, between Zanjan and Mianaj, constructed in the 12th century.

2. Khoram Abad bridges—Kalhor—Dokhtar—Zal, between Khorram Abad and Dezful.

3. Ageechai—Mianaj—Soufichai—Nazlouchai—Barandouz—Tataou—Meimand—Khoda Afarin—Savjbolag, in Azerbaijan.

4. The well-known bridges of Siosecheshmeh and Khajou in Estahan.

5. Qareh Agaj bridge between Shiraz and Bushahr.

6. Kakar Zabin Bisotoun—Khorram Abad & other bridges.

Most of the above bridges have been repaired and made use of on the new routes.

In recent years construction of important steel and concrete bridges have begun.

The steel bridges available at present are as follows:

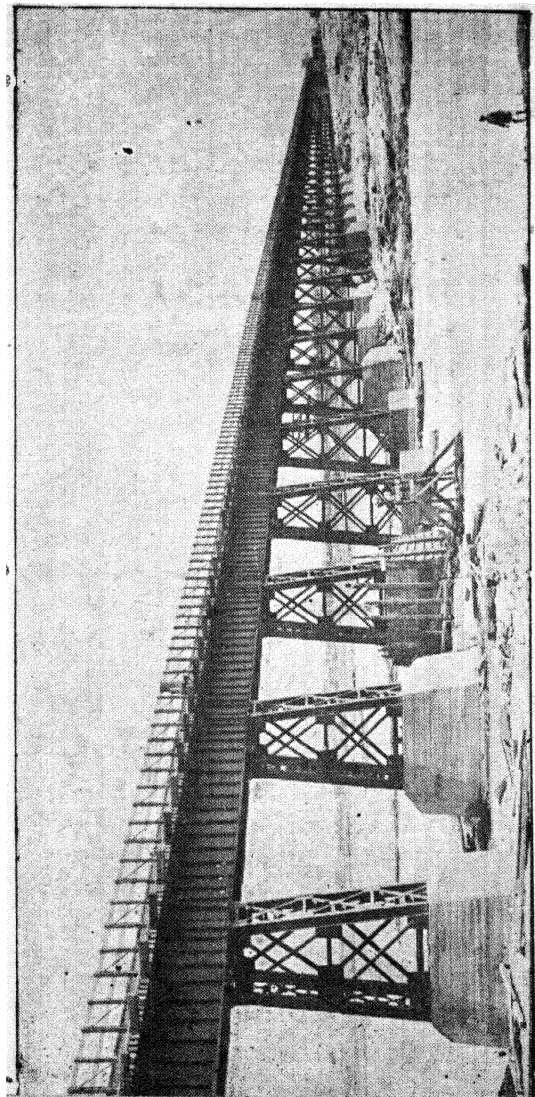
1. Manjil bridge—137 metres long.

2. Araz bridge—100 „ „

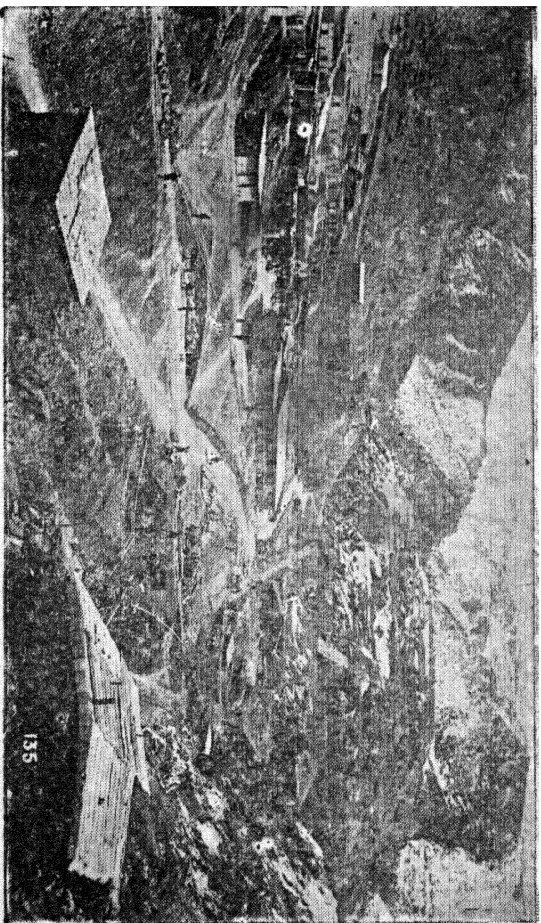
3. Talar bridge—40 „ „

Four steel bridges between Rasht and Pahlavi and two between Kermanshah and the frontier Khosrovi.

Construction of steel bridge of Chalous—120 metres long, Sefid Roud 140 metres long, have been completed. Construction of iron bridges over Izad-



The railway bridge over the Karun river at Ahvaz
(Length 1035 metres width 5 metres)



Railroad Line at Shourab in the North

roud—80 metres, Shirroud—80 metres, Nashtabroud 40 metres and the steel bridge over the Karun River—1035 metres long.

There are some 8905 concrete, stone and wooden bridges along these roads.

Railways

As with road development, railway construction on a large scale was initiated during the reign of H. I. M. Reza Shah Pahlavi.

The first step taken was the passing of the Tea and Sugar Monopoly Law on Khordad 9th, 1304 [May 31, 1925] according to which the revenues derived from this Monopoly were set aside for the construction of a standard gauge railway from Bandar Shah on the Caspian Sea to Bandar Shahpour on the Persian Gulf, approximately 1500 kilometres in length.

On 20th Bahman 1304 [February 1926] Majless authorized the Government to employ the necessary staff to carry out the preliminary work. A number of American engineers and a German expert were immediately engaged for a general survey of the line and the study of the possibilities of exploiting

the iron mines of Mazanderan and to erect an iron foundry respectively.

The next step was the ratification of the law dated 9th Esfand 1305 (March 1927) by the Majless approving the construction of the railroad line between Bandar Shah and Bandar Shahpour thus linking the Caspian Sea with the Persian Gulf.

The survey work was started in December 1927 under the management of one of the American engineers in the Government service and was continued until March 1928 when the Government decided to entrust the whole work to a railroad company. For carrying out this scheme the authorization of Majless was obtained in April of the same year. The Railway Administration was dissolved and a contract was signed between the Government and a Syndicate composed of the following companies:

Ulen & Company of New York.

Phillip Holtzmann, Berlin.

Julius Berger, Berlin.

Siemens Bau Union, Berlin.

for a complete survey of the line and also the construction of 500 kilometres of railroad in the North and South as trial section at the expense of the Government allowing the Syndicate to receive a fee of 10% of the actual cost of the work. The idea was for the Government to obtain a basis of the cost of

the remaining sections approximately one thousand kilometres.

This Syndicate named «Syndicat pour Chemin de Fer en Perse» presented the survey plans for a part of the line, completed the road to Shahi in the North a distance of 127 kilometres, and partially completed that of the South from Bandar Shah to Saleh Abad, a distance of 250 klms.

In the middle of 1931 a thorough inspection was made by the Government authorities of the work already accomplished by the Syndicate and were found in a state of dissatisfaction.

The Government was compelled to cancel the contract of the Syndicate, take over the work and entrust it to its own engineers who continued the construction until April 1933 when a Scandinavian firm undertook the completion of the remaining portion of the railroad as agents of the Government for a fixed remuneration.

This new company known as «The Consortium Kampsax» divided the line into different lots which are given out to various construction firms by adjudication under the direct supervision of the Consortium in question.

The North line begins from Bandar Shah, situated on the south eastern coast of the Caspian Sea, up to the town of Shahi passing through the plains of the above mentioned sea, From Shahi to the south

entering into the narrow and sloping Talar valley up to the Firouz Kuh Pass (one of the summits of the Alborz mountain 2100 metres above sea level). From here it stretches over the central Iranian plateau passing through the Hableh Rud valley, plains of Khar and Varamin coming at last to Tehran.

The Southern line begins at Khor Mussa along Bandar Shahpour, situated on the south western part of Iran at the Persian Gulf, over the desert up to Saleh Abad. From Saleh Abad it enters the mountainous country along the Abi-Diz river up to Bahrein where it enters the Iranian plateau.

The Abi-Diz line is extremely difficult to manage owing to its declivity. For the survey work explosives have to be used in order to open a narrow track. These paths after the survey work has been accomplished become wider and are used by motor vehicles and lorries to carry labourers and materials through this desolate country for construction purposes.

The line between Saleh Abad, Boroujerd and Aragh crosses at a level of about 2200 metres, while the highest level in the north is at the Firouz Kuh pass, 2100 metres.

In the Talar valley the maximum grade of the line is 28/1000 and the minimum radius 220. The difference of level between the extremities of both

lines in the Talar valley between klms. 182 + 600 and 242 north is 1400 metres.

From Shahi to the beginning of Khar plain the railroad line passes through 85 tunnels and over a great many wide bridges. The longest tunnel is at the Firouz Kuh Pass which is 2880 metres long.

It has been foreseen in the construction programme that the Northern line will reach Tehran in Khordad 1316 (June 1937).

Northern Line

The above line operates between Bandar Shah and Shirgah, 147 kilometres. From Shirgah up to Doab, Klm. 191, rail laying has been completed and the line will be in operation in 1935. From Doab to Firouz Kuh the construction is being pushed forward and the rail laying will be completed at the end of 1935 when it will become ready for operation.

From Firouz Kuh to Section 17 (Klm. 374 from Bandar Shah) the line is already under construction. Lots 18 and 19 will be under construction this year in such a way that by the beginning of Khordad 1316 (about end of May 1937) all these Lots will be connected by rail with each other.

Preliminary work on the construction of the Tehran Station building has already started.

The line from Bandar Shah to Tehran has 85 tunnels the total length of which is 24,314 metres.

Southern Line

The Southern Line between Bandar Shahpour and Saleh Abad (Klms 250) is in operation. From klm. 250 to Klm. 300 rail laying has been completed and the line is ready for operation. From Klm. 300 to Klm. 324 the line will be completed in 1935. In Shahri-var 1316 (September 1937) the line will reach Klm 344 and will gradually go forward until in 1318 (1939) the connection with the Northern Line will be accomplished.

The Southern Line, between Saleh Abad Klm. 251 and Bahrein Klm. 341, has over 100 tunnels the largest being 2500 metres in length. The total length of all the tunnels on this line exceeds 30 kilometres.

Tabriz—Jolfa Railway

This line was built by a Russian Company in 1916 from Tabriz to the Russian frontier, a distance of 145 kilometres, connecting with the line to Tiflis. At Soufian it branches off to Sharafkhaneh, a distance of 83 kilometres, on the Lake Rezayeh.

This Railroad was reverted to Iran under the Irano—Russian Treaty of 1921.

There are three other narrow gauge railways in operation as follows:

1. Tehran—Shah Abdolazim — 9 kms.
2. Bandar Pahlavi—Siah Vazan — 12 kms.
3. Darjazineh—Masjede Soleiman— 70 kms.

The last one belongs to the Anglo—Iranian Oil Company.

Navigation

A] Caspian Sea. The service on this Sea is confined to the Kaspar or Sovtorgflot firms of U.S.S R.

There are regular lines between Iran and the Soviet Russia for the transport of passengers, mail and freight.

One is between Baku and Pahlavi; the other between Baku—Astara—Pahlavi Shahrivar—Mashad-sar —Bandar Jaz and vice versa.

Tickets are sold in foreign exchange.

B] Persian Gulf. The following steamship companies operate on this line:

1. British India Steam Navigation Co. Ltd with a regular weekly service of slow mail passing alternately the following ports:

a] India—Chahbahar—Masghat— Bandar Abbas
Lengueh—Bahrein--Bushehr--Koweit--Mohammareh--
Basrah,

b] India—Guader—Masghat—Djask—Bandar Abbas—Hendijan—Chardjai—Dubai—Bahrein—Bushehr—Koweit—Mohammareh—Basrah.

Returning alternately as follows:

a] Basrah—Mohammareh—Bushehr—Bahrein—Chardjai—Dubai—Hendijan—Bandar Abbas—Djask—Masghat—Chahbahar—Guader—India.

B] Basrah—Mohammareh—Koweit—Bushehr—Bahrein—Lengueh—Hendijan—Bandar Abbas—Masghat—India.

The fast mail touches Bushehr, Mohammareh and Basrah.

Representatives at the Persian Ports:

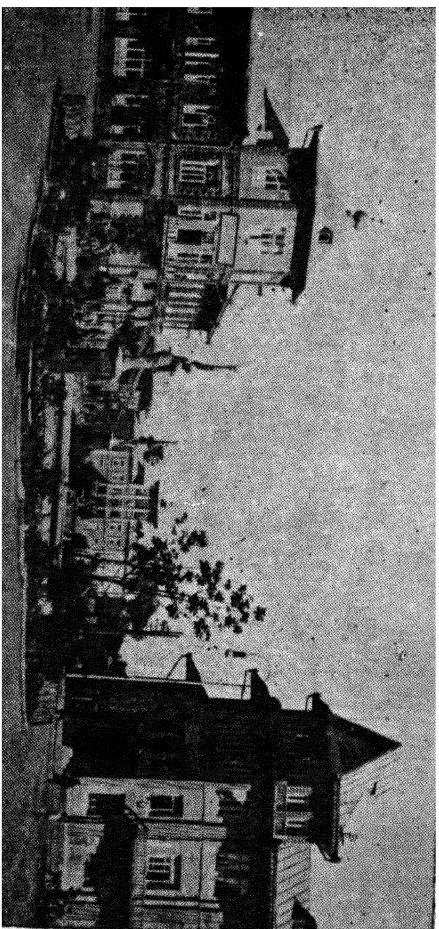
Mesopotamia Iran Corp. Ltd.

The fast mail carrying the Indian mail and passengers between the Persian Gulf and foreign countries leaves Bombay once a week, stops at Karachi coming then to Bushehr, Mohammareh and Basrah.

It returns to Bombay in time for the passengers and mail to catch the P.A.O.S.N.C. steamers leaving for Europe.

The fast mail anchors some distance beyond Bushehr stopping as long as necessary for the passengers and mail to embark or disembark. A small motor boat belonging to the Navigation Co. carries passengers to and from the customs quay.

2. Deutsche Dampfschiffahrts Gesellschaft «Han-



The Municipal Square—Rashtr

sa Line» [German line].

Service once a month departing from Bremen touching Hamburg—Antwerp—Port Said—Aden—Karachi or Bombay—Bandar Abbas—Lengueh—Dubai—Bahrein—Bushehr—Koweit—Mohammareh—Basrah.

Often the steamers go from Port Said directly to the Persian Gulf without touching either Aden or Karachi.

The above steamers have usually two to three first class cabins.

The following act as representatives of the above firm:

Mohammareh, Basrah: African & Eastern Trade Corporation Ltd.

Bandar Abbas: Haji Sheikh Ahmad Qaledari

Antwerp: Bureau Maritime H. D. Ahlers, Marché au lin 16.

Bushehr and Bandar Shahpour: H. Wingoborski

Lengueh: Haji Abbas Ali Ali-Akbar.

3. Ellerman Bucknall Steamship Co. Ltd.

A British firm with irregular line of steamers to the Red Sea and the Persian Gulf touching the following ports:

London—Antwerp—Marseilles—Bushehr—Bandar Abbas—Mohammareh—Basrah.

Agents at: Bushehr, Lengueh and Bandar Abbas:

Mosopotamia Iran Corp.

Mohammereh — Frank C. Strick & Co. Ltd.

London — ditto 117—121 Leaden
Hall Street, London, E. C. 3.

Antwerp — Messrs. Westcott & Co.
Canal des Brasseurs.

4. **Transatlantic Steamship Co. Ltd,**

A Norwegian firm with irregular service from:
Guttenburg—London—Mohammareh—Basrah
and vice versa.

Does not take passengers.

Agents at Bushehr: Agha Seyed Mohammad Reza
Kazerouni & Sons-

5. **Frank C. Strick and Co. Ltd.**

Regular monthly service.

Agents at:

Bandar Abbas—Messrs. S. Dorabjee & Co.

Bushehr —Mr. Malcolm.

Abadan, Mohammareh,

Ahvaz and Basrah—Franck Strick & Co. Ltd.

6. **Sovtorgflot of U.S.S.R.**

Since this service has been abolished the car-
goes are confined to the British firms at Port Said.

7. (**Kerr Steamship Co.**) Silver Line Ltd.

A new line sailing between America and the Persian Gulf.

Agents at Bushehr: A. T. J. Malcolm.

The transportation charges for freight are the same for all lines.

The passengers are transported between Moham-mareh and Basrah by motor boats and a small steamer belonging to the Mesopotamia Iran Corp. which takes about three hours.

Lake Rezayeh

There is a weekly steamship service between the ports of Lake Rezayeh connecting with the Tabriz—Jolfa railroad.

Civil Aviation

In January 1927 the monopoly of postal and passenger air service was granted by the Government to the famous German Company «Junkers Luftverkehr» of Berlin.

The said Company was regularly operating on several lines until 1932 when its concession expired and was not renewed by the Government owing to certain new clauses which the Company was insist-

ing to impose. Therefore the air service ceased to operate from the said date.

In the beginning of 1935 the Ministry of Post, Telegraph and Telephone placed an order for several passenger and freight planes with one of the largest firms of Europe and regular passenger & freight air service is in operation from the latter part of the same year between Tehran-Baghdad and Tehran—Bushehr.

The planes are absolutely up to date and can carry six passengers at a time.

The Air Service is controlled by the Ministry of Post, Telegraph and Telephone and it is expected to have new additional lines connecting Iran with Europe by air through Russia in the near future

PART

II

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CHAPTER IX

ACCESS ROUTES TO IRAN

General Information for Travellers Through Russia

In order to avoid any complications in travelling through Russia it is strongly recommended that through tickets be booked to Iranian frontier care of the Intourist Agencies abroad, a list of which is given below.

The Intourist being a Governmental organization will secure the Soviet visa and inform the traveller of the necessary formalities and rules existing in Soviet Russia.

List of Intourist Agencies

America—New York, 452 Fifth Avenue.

Austria—Vienna, Peter Jordan St. 32.

Belgium—Brussels, 13b. Madelein St.

England—London, Bush House, Aldwych
W. C. 2.

Germany—Berlin, Unter den Linden 62/93
N. W. 7.

Iran —Tehran, Shah Avenue.

Regulations concerning Visas, luggage and valuables enforced in Soviet Russia.

The visas for entering U. S. S. R. can be obtained either directly from Soviet Consular Repre-

sentatives abroad or through «Intourist» A questionnaire has to be filled out in Russian with 4 photographs of the applicant annexed. The text of the questionnaire translated in English is seen on page 138. The answers may be written on a separate sheet and delivered to the «Intourist» who will do the translation into Russian and fill in the blanks.

Travellers may have in their possession foreign currency, bank notes, cheques, letters of credit, jewellery etc. The amount of valuables and currency brought into the country must be clearly stated and endorsed in the tourist's passport so that he may take them out of the country on his departure. The import and export of the Soviet currency is prohibited. The traveller is permitted to take in and out of the Soviet Union such articles as may be required on the journey and such quantities of clothing as may be required for personal use. The import and export of cameras, cinematographic apparatus, plates and films is permitted provided that these articles and the developed pictures are taken out by the same person who originally brought them into the country. On entering the country the traveller's passport will be endorsed to this effect or a special receipt issued, should he have photographic apparatus in his possession. There are special facilities for

procuring licenses permitting the export of articles such as antiquities, precious stones etc. purchased in Soviet Russia. New articles of clothing for transit visas require the original receipted bills from the shop where purchased. This is essential for fur coats etc.

Further information with regard to the regulations applying to the import and export of foreign currency and valuables will be supplied by the agents of the «Intourist».

Translation of the questionnaire

1. Name and surname.
2. Place and date of birth.
3. Married or single.
4. Citizenship.
5. Education.
6. Original profession and present occupation.
7. Country where passport issued.
8. Date of departure for and length of sojourn in Russia.
9. By which frontier.
10. Object of trip and places intended to visit in Russia.
11. Give the name of the firm you represent and with the firms you wish to have contact.
12. Name and surname of children (up to 16 years)

accompanying you.

13. Have you ever before been in Russia, if so for what reason?
14. To what political party did you belong? How long? And if you left the said party state when and why?
15. When and how did you leave Russia? Under what documents and by which frontier?
16. Did you fight against Russia? On what frontier, when and in what capacity? Were you taken as a conscript or did you go as volunteer?
17. Have you ever been prosecuted by law? Where, when, reason?
18. Did you have any immovable property in Russia? What and where?
19. Give the name, surname and address of your relatives living in Soviet Russia,
20. Who can recommend you abroad? (those coming to Soviet Russia, on business, require to have references from the banks, and commercial firms in foreign countries as well as in Russia).
21. Give the names and surnames of those well acquainted with you and who can vouch for you.

Note: The blanks in the above questionnaire must be filled in Russian.

R O U T E A**Paris—Berlin—Warsaw—Shepetovka****Baku—Pahlavi****Paris — Berlin — Warsaw—Shepetovka**

(Russian frontier)

Duration of the journey by rail about 40 hours.

Shepetovka—Kiev—Baku.

Duration of the journey by rail about 56 hours.

It is advisable for the travellers to take their own food for the journey through Russia.

Baku: Iranian Consulate General—Buinakskaya 5.

Accommodation: Hotel Nowaya Evropa, run by the Intourist.

Baku—Pahlavi:

Duration of the trip by steamer about 16 to 18 hours. Steamers leave Baku twice a week, namely

Wednesdays and Saturdays at 4 p. m.

Leave Pahlavi on their return voyage on;

Mondays and Thursdays at 4 p. m.

R O U T E B**Paris—Berlin—Warsaw—Moscow—****Pahlavi****Paris—Berlin—Warsaw — Negareloe:**

[Russian frontier]

Duration of the journey by rail about 56 hours.

Negoreloe—Moscow—Baku:

Duration of the journey by rail about 77½ hours.
Moscow: Iranian Embassy—3, Pakrovski Boulevard.
Accommodations: Metropol, National, Savoy and Novo—Moskovskaye.

Baku—Pahlavi: See Route A,

The traveller journeys to Baku by rail in comfortable and well equipped coaches.

During the 64 to 68 hours of journey [depending on the route taken] the traveller crosses a considerable section of the territory of the USSR, passes through Kiev, Kharkov and Rostov-on-Don. He sees the beautiful landscapes of the Ukraine, the Dnieper — one of the widest rivers of Europe—passes sovkhoses, kolkhoses, and many of the giants of industry built during the Five—Year Plan. Finally come the scenes of the Caucasus mountains that are the admiration of tourists.

In Baku, the terminal point of the rail journey, the traveller is met by an Intourist guide and a baggage agent who will attend to all the passenger's luggage, and guarantee its safe transfer to the wharf. Both the guide and the agent will aide the passenger during the customs inspection, will attend to his tickets and all other details, considering their work

complete only when the passenger is settled on board the boat [the same service will be given by Intourist agents on arrival at Pahlavi].

Baku is an extremely interesting city. It has excellently preserved old eastern houses, palaces and towers, and temples of the ancient fire worshippers. Next to the narrow Asiatic alleys is the city built up since the Revolution, a city of fine new squares and boulevards, palaces of culture and modern workers' clubs, theatres and whole streets of well built, comfortable apartment houses and cottages for the workers.

Here the traveller can study the new life of the workers of the USSR, and view the famous Baku oil fields.

Between the time of arrival of the train and the departure of the boat the traveller can visit points of interest in the city, go to one of the Baku theatres--the Tiurki Opera, Russian Theatre, or listen to concerts of Tiurki or Armenian music.

Rules and Regulations

Children's Fare—Each passenger is entitled to carry one child under 5 years free, provided a separate place is not occupied.

Children between 5 and 10 years pay $\frac{1}{4}$ of the ~~full~~ fare.

Bedding—Passengers may obtain bedding from the conductor in the soft or hard cars.

Baggage—Each passenger is given the right to carry 35 kgs [each child 15 kgs] of hand luggage free.

Money—It is not permitted to take Soviet currency into or out of the USSR. On entering the country, the amount of foreign currency brought in must be clearly stated and endorsed in the passport by the customs officials at the frontier station. This will enable the passenger to take out of the country the whole amount or part of it.

All services rendered to passengers on their journey are paid for in foreign currency.

Reductions—A reduction of 30% on the rail fare [ticket, speed supplement, platzkarte] is granted to passengers travelling on the USSR railways of groups of not less than 25 persons.

R O U T E C

Paris—Marseilles—Istanbul

Batum—Tiflis

Paris—Marseilles: Duration of journey by train about 13 hours.

Marseilles—Istanbul: Duration of voyage by steamer—7 to 12 days.

Istanbul — Batum: Duration of voyage by steamer from 2 to 7 days.

Istanbul: Iranian Consulate General.

Batum: Iranian Consulate—32 Tretaya International Street.

Accommodation: Hotel Intourist, Batum.

Batum — Tiflis: Duration of journey by train about 12 hours.

Tiflis: Iranian Consulate General—7 Tchonkadze Street.

Accommodation: Hotel Orient.

Batum—Tiflis—Baku—Pahlavi: See Route 2.

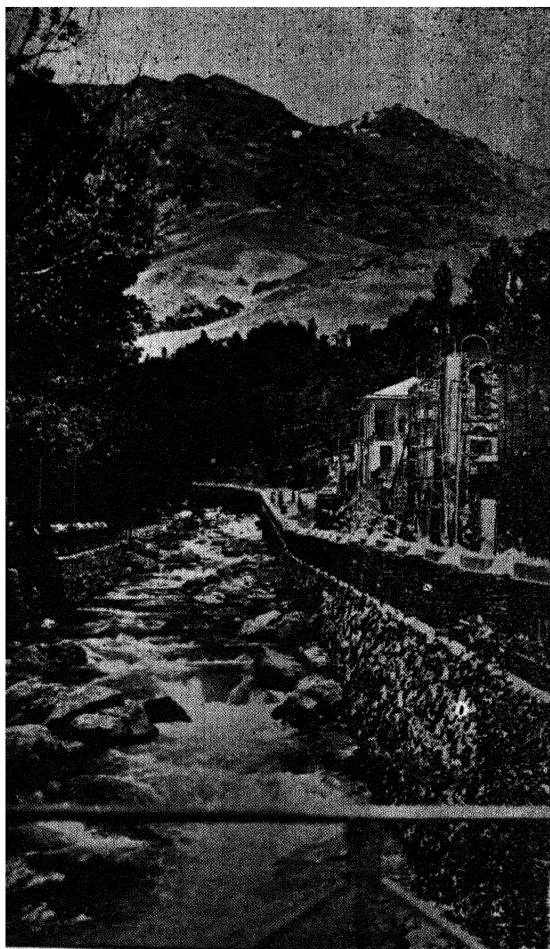
Batum—Tiflis—Jolfa—Tabriz: See Route 3.

Batum is rather interesting owing to its subtropical climate and luxuriant vegetation. Eucalyptus trees grow here attaining remarkable dimensions and the flowers of Florida, South America, Ceylon etc. have been acclimatised and grow in abundance here.

Numerous sanatoriums, nursing homes, and hotels are to be found here that belonged to the former Russian aristocracy. Modern sanatoriums have also been built during the last five years.

Tiflis is the administrative and political centre and the capital of both Georgia and the Transcaucasian Federation having a population of about 300 000.

It offers many features of interest to the visitor



Darband - Shemran

because of its motley and rich past. There are many hot springs with a temperature of 35 to 40 degrees centigrade.

There are also the ruins of a fortress destroyed by Agha Mohammad Khan Qajar at the end of the 18th century when he captured this town.

ROUTE D

**Paris—Lausanne—Milan—Venice—Trieste—
Belgrade—Sofia—Istanbul—Aleppo—
Tel Ziouane—Kirkuk
Baghdad**

Paris—Istanbul: By Simplon Orient Express. Trains daily.

Duration of journey 4 days.

Istanbul—Tel Ziouane: [Present terminus of the Taurus Express]. Twice weekly service. Duration of journey 3 days.

Tel Kotchek—Kirkuk: By motor car.

Tel Kotchek is the new terminus of the Taurus Express.

Kirkuk—Baghdad: By rail. Duration of journey 12 hours.

Baghdad—Khaneqin: By rail.

Baghdad, capital of Iraq situated on both banks of the Tigris having about 200.000 inhabitants the majority of whom are Moslems of the Shya branch.

The town was founded by El Mansour, the last Abbasi Kaliph, in 763. Under Harun-el-Rashid beautiful monuments were constructed and the city became the centre of intellectual culture and art. It was destroyed in 1258 by the Mongol hordes of Halaku Khan and a second time by Teymourlane, and after lengthy fights between Iranians and Turks fell into the hands of the latter in 1638. The British troops occupied it in 1917 under General Maude.

Noteworthy buildings which may be visited are Mirjan Mosque built in 1357, the only mediaeval mosque which escaped destruction. Khasaki Mosque, according to tradition a former Christian church. The Tomb of Zobeideh, favourite wife of Haroun-el-Rashid.

Kazomein, quite close to Baghdad, where the shrine of the 7th and 9th Emam is located. The great mosque can be seen from afar with its golden cupolas and blue minarets. It is a fine specimen of the Iranian art and was repaired in the 19th century. The entrance is forbidden to non Moslems. Many Moslem pilgrims visit this shrine every year, but it is specially crowded during the months of Mohar-

ram and Şafar [lunar months—the first and second months of the new year respectively].

GENERAL INFORMATION FOR ROUTE D

Break of Journey: Passengers can break their journey at any place en route provided that they make necessary arrangements to do so at the time of booking tickets. In Syria, Turkey, Yugo-Slavia and France tickets must be date stamped at the stopping station, otherwise they will not be valid for the remainder of the journey.

Passports: Passengers must have their passports in order: British, French, Swiss, Italian, Yugo-Slavian, Bulgarian, Turkish, Syrian, Iraqi and Iranian visas are required.

ROUTE E

Paris—Marseilles—Beirut—Baghdad

Paris—Marseilles: Duration of journey by train 13 hours.

Marseilles—Beirut: By steamer.

Regular weekly service between these two ports. The voyage takes from 7 to 12 days.

Beirut—Baghdad: By car.

Twice weekly. Duration of journey 26 hours by car.

Reduced prices for students by presenting a certificate [second class only].

First class passengers are allowed 100 lbs. free baggage.

Second class passengers are allowed 80 lbs. free baggage.

Beirut: Situated on the Bay of St. George between the Lebanon and the Mediterranean, has about 150,000 inhabitants, mostly Christians. It is the capital of the Lebanese Republic and the most important port of Syria. Beirut was already mentioned in the Tell Amarna tablets as Berûtû, but had its greatest prosperity in the Roman epoch of the third century A. D. The legend of St. George is connected with Beirut. There are no antiquities left.

R O U T E F

Bombay—Nuk Kundi—Zahedan

Bombay — Nuk Kundi: By rail via Delhi — Lahore—Quetta, Duration of the journey about 4½ days.

Bombay — Nuk Kundi: Via Heydarabad — Quetta.

General Information: First and second class accommodation includes a sleeping berth as normally provided by the Indian Railways. No food suitable for foreigners can be obtained on the journey between Quetta and Nuk Kundi, all necessary supplies should be carried. Bedding is essential, both for the train journey and subsequent travel in Iran.

Nuk Kundi is the railway terminus. At Nuk Kundi cars are always available to take the passengers to Zahedan (Iran).

From Nuk Kundi to Zahedan by car costs about ten Rupees per seat.

R O U T E G

By British India Navigation Co. Ltd.

Fast and slow services between Bombay and Mohammareh.

Duration of the voyage by the fast service — 7 days.

Bombay — Bushehr: Leaving Bombay every Thursday.

Arriving Bushehr every Wednesday.

Bushehr—Mohammareh: Leaving Bushehr every Wednesday arriving Mohammareh every Thursday

R O U T E H

**London - Paris - Brindisi - Athens -
Cairo - Gaza - Baghdad**

By Imperial Airways

Regular weekly service between England and India

Duration of the journey **London -- Baghdad**
4 days.

The fare is inclusive of all accommodation, meals, surface transport, and tips en route. As these fares include a proportion of expenditure in foreign currency they are liable to fluctuation without notice in accordance with the prevailing exchange rate

A reduction equivalent to 20% of the single fare for the homeward journey is allowed on return tickets taken in advance.

Every passenger (including baggage) is allowed 100 kgs. It is estimated that the average passenger weights 75 kgs. and therefore 25 kgs. of baggage may be carried free of charge except when the passenger's weight exceeds this average.

R O U T E K

**Marseilles—Naples—Corfu—Athens—
Beirut—Damascus—Baghdad**

By Air France

Regular weekly service. Duration of the journey **Marseilles—Baghdad** 3 days.

20 kgs. of free baggage allowed for each passenger and half rate for the first 20 kgs. of excess baggage.

R O U T E L

**Amsterdam—Marseilles—Rome—
Cairo—Gaza—Bushehr**

By K. L. M. (Royal Dutch Air lines)

There is a by-weekly service with planes calling at Bushehr and Jask from both the East Indies and Europe.

Duration of the journey **Amsterdam—Bushehr** (Persian Gulf)—5 days.

20% reduction of the single fare for the homeward journey is allowed on the return tickets taken in advance [valid for 12 months]. 20 kilos. of free luggage is allowed to every passenger, Excess luggage

from 20 to 40 kilos. is charged at half freight rates.

The K. L. M. machines are twin engined Douglas monoplanes with a cruising speed of approximately 309 klms. an hour thus bringing passengers from the west of Europe and the East Indies to Iran in about 3 days time.

The planes are comfortable and roomy and are properly equipped for both temperate and tropical climates. On board all planes there is a special steward from whom either hot or cold drinks can be obtained and whose special duty is to attend generally to the welfare of the passengers.

The machines have special devices for absorbing the noise from the engines so that one can converse without raising the voice while the plane is in flight.

R O U T E M

Calcutta—Jodhpur—Karachi—Bushehr

By K. L. M.

Regular weekly service between the above points.

Duration of the journey **Calcutta—Bushehr**
2 days.

R O U T E N**Berlin —Konigsberg—Moscow**

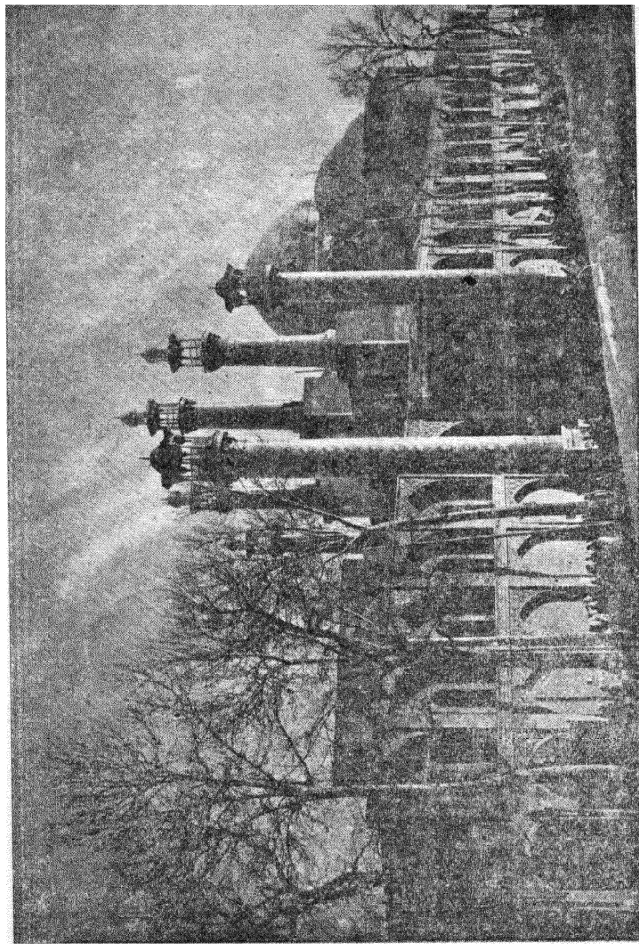
By German Russian air line «Deruluft»

Duration of the trip — 10 hours 50 minutes.

Distance — 1682 kilometres.

Children up to 3 years accompanied by adults, pay 10%, between 3 to 7 years 50% of the regular fare.

Baggage: from Germany to Russia 30 kilos free of charge. Daily Service.



The Mosque of Sepahsalar in Tehran

CHAPTER VII

TRANSPORTATION

Roads - Railways

Navigation - Aviation

General Information

1. Spring and autumn are the best times to visit Iran.

2. Because of the difference in temperature between day and night and between the low and high regions, it is necessary to provide oneself with adequate clothing at all seasons of the year. Those who intend to travel in winter should have ample warm clothing. Pusteen, a sheepskin coat obtainable in most places in Iran, is the best protection against cold.

3. In most towns, there are rest houses where a clean room can be obtained for 15 Rials including supper and breakfast. With the exception of the larger towns, where hotels exist, the traveller has to supply his own bedding.

4. Tea shops are found at frequent intervals on the roads, where tea, cheese, eggs, and local bread are obtainable.

5. An increasingly large number of European articles are obtainable in Tehran and most of the provinces.

6. A certain reserve of food should be carried on all long trips in case of breakdown.

7. If the traveller intends to leave the beaten track, he should provide himself with bedding, also

a cup, knife, fork etc. These are not needed in travelling on main highways.

Passports and visas

Entry

All persons entering Iran must be in possession of valid passports vised for Iran.

Visas are obtained through Iranian Consular Representatives and Iranian Legations in various places abroad (see Chapter III). Passports of persons entering Iran are examined at the frontier, and if found irregular the person in question shall not be admitted. Foreigners discovered without valid passports or entry visa will be prosecuted by the Police. The amount of fees collected for visas by the Iranian representatives for entry from the citizens of the following countries are given on page 158.

Departure

Travellers leaving Iran must be in possession of a visa "Departure Endos" which is obtained from the Police. Persons leaving Tehran are required to have a Police permit called "Javaz". Travellers should therefore either apply directly to the police with their passports and two photographs or through their consuls, giving him at least 24 hours notice. Javazes are examined at Karaj and passports at the frontier.

Travellers leaving Iran do not require a Javaz.

COST OF VISAS

The cost is in Gold French Francs if not stated otherwise.

Country	Kind of visa	Cost	Remarks
Afghanistan	Exit	Free	
	Passports of frontier villages and those taking food stuffs etc. [both ways]	Rls 4	
	Other passports entry and transit visas	Rls. 30	
	If date of issue of a visa is over one year [entry]	Rls. 30	
Albania	Entry visa	Frs. 10.—	Application 1 fr.
	Entry and exit visa	» 20.—	ditto
Argentine	Visa for both ways for 3 mos.	» 30.—	ditto
	Entry and transit	» 25.—	

Country	Kind of visa	Cost	Remarks
Austria	Entry visa for several trips during one year	Frs. 14.—	As per decree № 9511 dated 13 Mizan 1302 poor subjects of both countries are exempt.
	Entry visa—one trip	» 7.50	
	Transit visa	» 2.50	
	Transit visa	Rls. 3.50	
	Transit visa for 2 days	» 17.50	
	Ordinary visa	» 35.—	
	Entry or transit	Frs. 10.—	
	Entry or transit	» 10.—	
	Entry, transit or sojourn	» 14.—	
	Transit	» 10.—	
	Entry, transit or sojourn visa	Dol. 4.40	
	Entry or sojourn visa for 1 year	Frs. 24.—	
	Transit	» 12.—	
	Emigrants	Free	
	Entry for non-emigrants	Frs. 35.—	
Belgium			
Bolivia			
Brazil			
Bulgaria			
Canada			
Chile			
China			
Colombia			

Country	Kind of visa	Cost	Remarks
Costo Riga	Entry or sojourn- visa	Frs. 15.—	No transit visa
Czecho-	Visa for one year. Good for		
slovakia	numerous trips	Kron 100.—	
	Entry visa for one trip	» 50.—	
	Transit visa for one year. Good	» 10.—	
	for numerous trips	» 5.—	
	Transit for one trip		
Denmark	Entry and sojourn visa	Frs. 27.66	
	[3 months]	» 4.—	
	Transit visa [stay 3 days]		
Egypt	Entry visa good for several trips	» 10.—	
	in one year.	» — 1.—	
	Transit	Dol. 3.—	
Equator	Visa	Frs. 10.—	
Estonia	Entry and transit		

Country	Kind of visa	Cost	Remarks
Finland	Entry	Frs. 10.—	
	Transit	» 5.—	
France & Colonies	Entry or transit	» 10.—	
Germany	Visa—either way, each	» 6.25	
	Visa—both ways or transit:		
	Good for 3 days	» 2.50	
	» » a week	» 6.25	
	» » a month	» 12.50	
	» » 3 months	» 18.75	
	« » over 3 months	» 25.—	
	Visa for both ways good for 3 months, during which traveller can enter and leave any number of times.	» 31.25	
	ditto good for 6 months	» 50.—	
	ditto » » one year	» 75.—	

Country	Kind of visa	Cost	Remarks
Great Britain and Col.	Entry visa for one trip	Frs. 10.—	
Greece	Similar to the French		
Haiti	Good for one year	Dol. 2.—	
Holland	Entry, transit and sojourn visa for over 8 days	Frs. 12.60	
Hungary	Transit (up to 7 days) Entry, good for one trip Transit for one trip. Good for 2 months	Free Frs. 7.50	
Iraq	Entry Transit	» 7.50 10.— 1.—	

Country	Kind of visa	Cost	Remarks
Italy	Entry, permanent, temporary sojourn or transit etc.	Frs. 19.—	
	ditto from those of strained means	» 9.—	
	Entry	» 8.—	
	Transit	—,80	
Japan	Visa good for one year	Dol. 5.—	
	Entry & exit good for one month	Frs. 10.—	
Latvia	Transit-good for 4 days sojourn	1.—	
	Entry visa & cost of application	Dol. 3.25	
Liberia	Entry and transit good for one month	» 10.—	
Lituania	Entry and transit good for 2 mos.	» 15.—	
	Entry and transit good for 3 mos. for any number of trips	» 20.—	

Country	Kind of visa	Cost	Remarks
Mexico	Entry	Frs. 52.—	In addition to 5 francs for inoculation certificate
	Tourist who will stay less than 6 months		
	Transit	Free	
Nicaragua	Entry and sojourn for one year	Dlo. 3.—	
	Entry with permission to stay 3 months	» 2.—	
Norway	Entry, transit and exit	Frs. 25.—	
Palestine	Entry	» 10.—	
	Transit	» 1.—	
Panama	Entry	» 25.—	
	Transit	» 5.—	
Peru	For travel and transit. Good for one or two years	» 25.—	

Country	Kind of visa	Cost	Remarks
Poland	Visa for several trips (1 year)	Frs. 20.—	
	Entry and exit good for 3 months (once)	» 10.—	
	Entry for a person of means	» 19.—	
	» » » » poor means	» 10.—	
	Entry visa only	» 10.—	
	Visa for one year	Dol. 5.—	
	Entry for one year	Frs. 10.—	
	Transit	» 1.—	
	Entry, exit and transit	Rls. 27.50	
	Visa to Spain	Frs. 12.—	
	Transit or to stay (each)	» 25.—	
	Entry-good for 2 months	» 15.—	
	Transit » » » »	» 6.—	
	Exit good for 15 days	Dinars 500	
	Transit and to Uruguay	Frs. 10.—	
Portugal or Colonies			
Roumania			
Salvador			
Siam			In addition to one Fr. for application
Soviet			
Spain			
Sweden			
Turkey			
Uruguay			

Country	Kind of visa	Cost	Remarks
U. S. A.	Persons going temporarily as tourist or for commercial purposes	Free	
	Persons entering the country for commercial purposes, in accordance with the present Treaty in connection with shipping and commerce	Free	
Venezuela	Emigrants	Frs. 10.—	Application Dol. 1.
	Visa	» 10.—	Certificate Dol. 1.
Yugoslavia	Entry or transit	» 6.—	

No charge is made for visas of citizens of countries not mentioned in the above list. The departure visa is valid for 15 to 30 days, according to the length of distance from the place of issue to the frontier.

V I S A S

The police offices in the following towns are authorised to issue departure visas and passports:

N O R T H

Babol
Gorgan
Pahlavi (Only visa)
Rasht

S O U T H

Bandar Abbas
Bushehr
Estahan
Lengueh
Mohammareh

E A S T

Birjand
Darejaz
Qouchan
Mashhad
Sarakh

Zabol
Zahedan

W E S T

Kerman
Qassr Shirin
Saghez

NORTH WEST

Ardebil
Astara
Khoy
Jolfa

Rezaeyeh
Savojbolagh
Shahpour
Tabriz

Customs Houses

1.—From sunrise to sunset the Customs are open for the inspection of travellers luggage.

But inspection of commercial goods are carried out only during official hours - Summer: 7 a.m to 1 p.m.; other seasons from 8 a.m. till noon - from 2 p.m. to 6 p.m. excepting Fridays and public holidays.

2.—The inspection of travellers' belongings coming by steamer or railways will be carried out even after sunset.

In cases of emergency it is possible to make inspection outside office hours by applying to the Director of the local Customs office in writing. (This applies only for inspection of commercial goods - overtime is charged at 5 rials per hour).

Inspection of travellers personal belongings will be made at any time during the day and night without any charge.

3 — Travellers can cross the frontier only at points where customs offices exist.

Certain Important Customs Regulations.

Various Articles that can be Imported by Tourists.

The following articles can be imported by tourists as personal belongings by paying the customs tariff dues and road taxes:

Photographic apparatus.
Cine-Camera (tourist type).
Portable typewriter.
Gramophone & Records.
Field glasses & Binoculars.
Fishing Tackle & Accessories. .

The above articles should be imported in a limited quantity.

Articles stated below can only be imported by a Decree of the Council of Ministers:

Sporting guns
Revolvers
Ammunition and other arms.

Wireless receiving sets must be inspected at the time of entry by the inspectors of the Ministry of Posts, Telegraphs & Telephone as well as the Police in order to ascertain that they are not transmitters.

There are no restrictions for dogs.

All the above mentioned articles may be imported as transit goods as described later.

Traveller's luggage consisting of suits and wearing apparel with the exception of new articles which might be considered as merchandise are exempt from customs:

Traveller's kit should pass through the customs, not later than 2 months after his arrival or

departure. Exemption of traveller's luggage arriving at the customs, after the period of two months requires special permission of the Central Office.

Travellers are allowed to carry provisions, not exceeding 25 rials in price.

Travellers can import a small quantity of tea, cigars and cigarettes (100 cigarettes and 5 cigars can be imported free of duty)

For larger quantity of cigars or cigarettes it is necessary to obtain permission from the Council of Ministers and the Department of Tobacco Monopoly.

To import larger quantity of tea it is necessary to obtain an import permit from the Department of Commerce.

The import of following articles is forbidden:

1 - All coins except gold or silver, and any kind of Iranian coins minted outside of the country, unless special authorization has been granted by the Government.

2 - Chemical dyes not mentioned in the customs tariff.

3 - Books, newspapers, magazines, illustrated papers and any other printed matter which may create disturbances or is contrary to the religious principles and customs of the country.

4 - Opium, morphine, cocaine, saccharine etc. unless special permission has been obtained.

5 - Used wearing apparel such as worn shirts or underwear, brought for sale.

The export of the following articles is forbidden:

1 - Arms, weapons and explosives other than authorized under the customs tariff.

2 - Antiques, unless by permission of the Ministry of Public Instructions.

3 - Gold and silver.

Customs duty & customs regime

1.- a) Cars costing less than

30 000 Rials exempt 10% M. T.

Cars costing more than

30.000 Rials 10% 25% M. T.

In both cases no road tax is payable unless it is packed in boxes and taken out of the customs in them. In such a case the owner must pay one rial per man (man=3 kilos) in addition to 30%.

b] Motor cycles - with or without side car - as above. Again if packed in cases the same charge as above applies.

c] Motor caravans used as passenger cars will be treated exactly as in (a).

Road tax also as above.

d] All trailers attached to cars come under lorries:

Minimum Tariff: exempt — Max. Tariff: 10%

The bases on which customs duty is charged is cost C. 1. F.

Road tax is charged by weight including packing.

The following charges should also be taken into consideration:

a] Porterage for each car	Approx. Rls. 50.--
b] Lead stamp, each	
in addition to 160%	— .20
c] Stamp for every application	5.20
d] Port duty (wherever there is a port like Pahlavi, Bandar Shahpour etc. per 100 mans (300 kilos.)	Max. 7.80

2.— Vehicles can be imported as transit goods—
Maximum period that private cars can be kept in the country is *two months*, but this period might be extended due to force majeure or if the owner could give a plausible excuse for not being able to take it out of the country in time.

Transit period for commercial vehicles is *15 days*.

Guarantee to be deposited for such articles of transit equals to the cost of the article in question and twice the amount of duty and taxes payable.

Tourist cars can obtain transit by depositing a written guarantee.

If belonging to other than tourists, the charge will be:

9/10 of the cost will be accepted as a written guarantee signed by a well known commercial house.

The balance to be deposited in cash, or a bank guarantee.

Deposits are refunded when the vehicle is taken out of the country in the prescribed period.

Note: *Maximum Tariff (M.T.) applies to those countries that have no commercial treaty with Iran.

QUARANTINE

The examination of traveller, and the enforcement of the quarantine regulations are effected when one of the contagious diseases mentioned in the International Health Convention exists in one of the neighbouring countries.

In that case, the duration of the stay in the quarantine, according to the International Law, is as follows:

Cholera and yellow fever	5 days.
Plague	6 days.
Small pox and "Exentematic" typhus	12—14 days.

When the disease in one of the neighbouring countries, is epidemic, no traveller shall be exempted from quarantine, but certain facilities will be allowed for travellers, who have been innoculated against cholera and small pox and having crossed the infected

countries without stoppage.

The quarantine stations are:

In the south—Bushehr [on the island of Abbasak], Mohammareh, Bandar Abbas, Lengueh and Chahbahar.

In the north—Bandar Pahlavi and Astara.

In the west—Qassr Shirin.

Temporary stations are established when necessary.

ENTRY ADVICE

I the undersigned..... subject
 owner of $\frac{\text{passport}}{\text{Sojourn permit}}$ № issued from
 profession..... declare
 having arrived from..... at o'clock $\frac{\text{a. m.}}{\text{p. m.}}$
 live in district № $\frac{\text{Street}}{\text{Avenue}}$
 $\frac{\text{Hotel}}{\text{House}}$ of

Date..... 193

Hotel Manager

Signature:

Signature.....

House proprietor.

The traveller must fill the above form 48 hours after his arrival in Iran. [See page 95 Article 8]

No.

Date:

Ministry of Interior
Police Department.
Section of Foreigners
Sojourn.
DECLARATION
Police of

Photograph
of
declarer

Photograph of
persons under
the age of 16
accompanying
the declarer

1. Name.....
2. Surname.....
3. Date and place of birth.....
4. Name of father.....
5. Date and place of birth of father.....
6. Name of mother.....
7. Date and place of birth of mother
8. Nationality.....
How acquired same: [through marriage or naturalisation, cross out those that do not apply]
9. Passport and other documents identifying the owner № Date
Place of issue.....
10. Visa issued for Entry into Iran №
Date.....Place of issue.....
Duration of validity.....
11. Object of travel.....
12. Country of origin and frontier crossed.

-
13. Have you ever been in Iran?
If so, how many times, how long, and where.
 14. How long do you intend to stay in Iran
 15. Where do you intend to reside
 16. Family situation [State whether single, married or unmarried through divorce - Cross out those that do not apply]
 17. Address abroad
 18. Profession abroad Profession in Iran
 19. Are you a specialist in any branch?
Languages spoken
 20. Have you been in the army?
 21. Where and in what country?
 22. Do you belong to any political party?
 23. The business you are in—is it in your own or are you representing a company or a person ...
 24. What is your monthly income?
 25. Have you any immovable property in Iran? If so where?
-

The undersigned certifies that the above statement is the truth,

[For persons accompanying you, see the back page].

The above form must be filled by the visitor within 8 days after his sojourn in Iran for presentation to the police [see page 95 Article 8].

Regulations to Photograph

Article I. No one is allowed to photograph in the public without having obtained a permit from the local police.

Article II. Applications should be made in writing containing the following information:

Name—Surname—Occupation—Nationality—Address—Size and make of camera — Object for taking photographs [Foreigners should state the length of time they have been in Iran.

If conditions conform with the regulations then a permit will be issued to the applicant.

Article III. It is prohibited to photograph the following:

Immoral subjects.

Any subject impairing the prestige of the country.

Article IV. It is also strictly prohibited to photograph military strongholds and places where military guards are stationed.

Article V. The unrestricted places are as follows:

Streets—Avenues—New or Historical buildings.

Note: Special permission is required to photograph the interior of any building guarded by a sentry.

Two photographs should accompany the application.

Motor Transport

Cars of different makes [mostly American] can be hired in all the larger towns. The rates vary according to the season, competition and the likelihood of obtaining a return fare. Economy can be effected by booking one or two seats only in a car. Front seat next to driver is a little more expensive. It should be noted, however, that those booking one seat only may be delayed until sufficient people are collected to fill the other seats.

With regard to payments, the best system is to pay half or quarter of the fare before starting and the balance on arrival. The police can be trusted to deal with any chauffeur who takes his advance and then disappears.

On the Post routes a seat can be hired in the post lorries, for a reasonable rate.

Unless the car is obtained from a reliable firm or garage, it is wise to inspect the condition of the car and its supply of fuel and spares before starting. In winter it is advisable to carry a spade and non skid chain as the roads may be covered with snow.

Petrol and oil are obtainable in all the cities and villages and many of the tea shops along the road.

Circulation Taxes

There are no circulation taxes in Iran.

Driving License.

No charge is made for a driving license. No one is allowed to drive a car without having passed the test. Persons in possession of International Certificate are exempted from the test.

No technical examination is made on private cars. The license is to be renewed every year.

Motor Touring

The rule of the road is to keep to the right and pass on the left (usual Continental and American practice). The legal speed limit is 20 miles (32 kilometres) per hour, with local speed limits through most towns of 10 miles (16 kilometres) per hour.

Motor spectacles or coloured glasses are necessary as well as gauze veil for ladies.

Travellers Cheques

The National Bank of Iran and the Ottoman Bank cash such cheques only of banks who have sent in specimens of their above cheques and authorised signatures.

The amount of the cheque in question is paid to the party who has actually bought it from the issuing Bank and who is required, at the time of negotiation, to sign the cheque in the presence of an official of the Bank.

At the Imperial Bank of Iran travellers' cheques are purchased by the above Bank at current buying rate for demand drafts on the country where they receive reimbursement.

No commission is charged.

Drinking Water

Drinking water should be avoided except when boiled or the source is known to be uncontaminated.

Hotels

Hotels in Iran are not luxurious and as up to-date as those in Europe, Nevertheless, in the principal cities and towns, second class hotels that are fairly comfortable are always found. In most of the provinces arrangements for accommodating the tourists are often inadequate.

The names of the reliable hotels in each town are given in the annex of this book. In towns having no hotels it is generally possible to engage a rest room in a garage, or to obtain a room in a private house.

If a definite tour has been planned, it is well to invoke the aid of a reputable tourist agency, that will reserve in advance all accommodation required.

The cuisine, as compared with European hotels generally speaking is inferior, but the provisions in

general such as mutton, game, fowl, vegetables and fruits are abundant and excellent.

Restriction

There are practically no restrictions for foreigners except that non Moslems are not admitted to most of the mosques and Shrines. However, recently foreigners have been permitted to visit the mosques of Esfahan and it is expected that the restriction to visit mosques in other places will be soon removed. When travelling throughout the country, in order to avoid any misunderstanding, it is always advisable to secure the local Governor's approval before entering any mosque or shrine. The governors will either arrange for a special guide to accompany the traveller or give him the necessary advice which should be accepted without hesitance.

Security

The traveller in Iran need entertain no fear in regard to his safety. With the exception of unusual occasions in a few isolated sections, the traveller will enjoy the same security as in Europe or America. The highways are well guarded by the road police or "Amnieh" who wear blue uniform and who will be found at police posts at regular intervals along the roads or patrolling the highways on horseback or on foot.

Hospitality

The Iranians in general are well known for their courtesy and hospitality. The inhabitants throughout the country, including the peasants and tribesmen, are very courteous and as a rule will go to extremes to assist the traveller.

Health and Sanitation

In spite of the fact that modern sanitary system such as in Europe and America has not been completely installed in the country, the almost constant strong sunshine makes it generally speaking a healthy country. By taking a few simple precautions there is no reason why the traveller or resident in Iran should not enjoy at least as good a health as in Europe or America.

Insects

Although the malarial mosquito is found in various parts of the country special precautions are necessary only in certain sections. Except in the higher altitudes (2000 mts. or more) it is well to use a mosquito net and insecticide will be found useful. In the Caspian region special precautions are important during the summer months as malaria is very prevalent. The traveller should provide himself with quinine, sleep under a net and also avoid, so far

as possible, being bitten during the day.

The sandfly is more annoying than dangerous. It is small, difficult to detect, and has a vicious bite. In some cases its bite will produce a short but disagreeable illness known as sandfly fever. It is reputed also to induce „Salac” or Baghdad boil. A fine mesh net and insecticide are the best safeguards against this insect.

Although trantulas and scorpions exist, the traveller seldom comes across them and no special precautions are necessary.

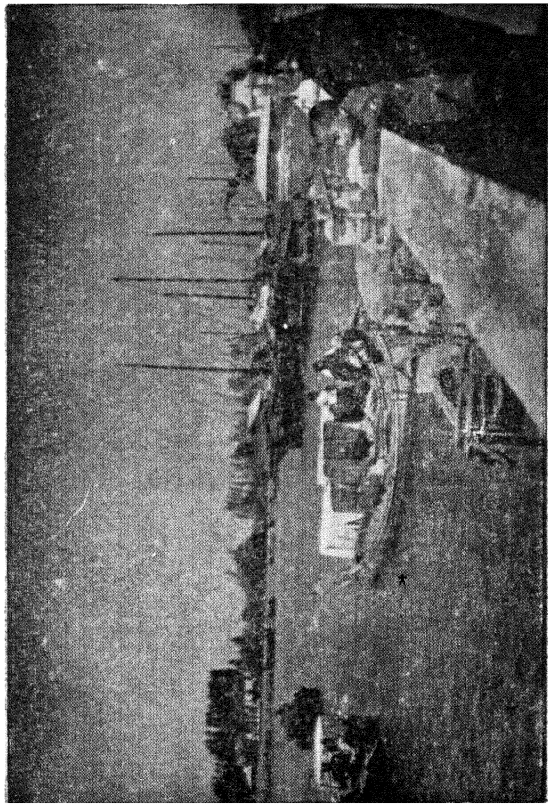
Ramazan

Is the Moslem month (see page 81) during which Moslems of both sects are supposed to fast from sunrise to sunset. Although the majority of the Moslems still observe this rule, the practice of fasting is generally decreasing. During the month of Ramazan the Government and Bank office hours as well as those of the bazaars are from 10.00 a. m. to 5 p. m. before sunset.

Dress

According to an act of Majless all Iranian citizens are bound to wear European dress and hats. The wear of the turban with long robe and the Abba has been exclusively restricted to Mullas and preachers whose competency has to be certified by the government.

As a general rule Moslems women in the ci-



The Port of Pablavi

ties wear "chadors" (a black cloth worn to veil the face and the body). In Tehran and some of the larger cities, the Moslem women are beginning to unveil and to frequent mixed society.

Most of the Armenian, Jewish and Zoroastrian women also wear chadors, but do not cover their faces.

The tribeswomen and peasants do not veil.

Some Special Customs

The customs of the country are changing very rapidly. More and more western habits are being adopted. There are, however, certain customs which are to be observed:

1. In talking to the following persons, they should be addressed as follows:

To Princes of first degree, Prime Minister, Minister of Court, President of Majless and those who formerly held these positions—*Your Highness* !

To other Ministers, Generals, Governors, Under-Secretaries, President of Tehran Municipality, Chief of Imperial Police and those having held these positions—*Your Excellency* !

2. Whereas in Tehran it is customary for the newcomer to make first calls in the provinces the

opposit is practiced.

3. When travelling in the country or amongst the tribes it is customary to accept the invitations offered. Refusal amongst the tribes may be considered as an offense.

4. The right hand seat in a car or cab is considered the seat of honour.

CHAPTER X

ROUTES IN IRAN

R O U T E - I. **Pahlavi — Tehran**

Km.	Km.
0 Qazian	0 Tehran
17 Gourabjir	1 Emamzadeh Massoum
22 Khomam	4 Mehrabad
39 Rasht	42 Karaj
51 Kohne Doshanbeh	49 Hessarak
58 Shah Aghaji	75 Yengi Emam
73 Emamzadeh Hashem	95 Abyek
80 Siah Roud	147 Qazvin
89 Noghlbar	180 Kuhin
94 Rostam Abad	199 Yuzbashi Chay
114 Rudbar	236 Lowshan
121 Manjil	258 Manjil
143 Lowshan	266 Rudbar
180 Yuzbashi Chay	285 Rostam Abad
199 Kuhin	292 Noghlbar
232 Qazvin	299 Siah Roud
284 Abyek	306 Emamzadeh Hashem
304 Yengi Emam	321 Shah Aghaji
330 Hessarak	328 Kohne Doshanbeh
337 Karaj	340 Rasht
375 Mehrabad	357 Khomam
378 Emamzadeh Massoum	362 Gourabjir
379 Tehran	379 Qazian

Total distance 379 kilometres

Km. 0—Pahlavi (*formerly Enzeli*) — is one of the most important ports on the Caspian. It receives the bulk of the Russian trade. The harbour

built by the Czar's Government, reverted to Iran under the treaty of 1921, is now being administered by Iranian authorities. The main harbour occupies a picturesque situation at the entrance of a lagoon. On its western shore is the town of Pahlavi and on the eastern Qazian.

Pahlavi has a population of about 17,000. The language used by the inhabitants is "Gilaki", an Iranian dialect, being the language of the Gilanis, but Farsi is also spoken. Due to its proximity to Russia a great number of its inhabitants speak Russian and the majority of the houses have been copied from the Russian style. Owing to the narrow streets in Pahlavi there are no vehicles in the town. A boulevard built along the shore of Pahlavi adds to the attractiveness of the city. All Government buildings, including the Governor's residence, are located in Pahlavi, with the exception of Customs main office which is situated in Qazian.

The steamers arriving at the port dock at Qazian and depart from the same port.

The little town of Pahlavi has its own quaint charm. This town was renamed in honour of the new dynasty. Though it is a small port, it is asserting itself, developing a harbour to accommodate steamers, and building new houses of brick with neat red roofs. The place straggles over a promontory,

one side giving on to the Caspian Sea, while the harbour is built along an arm that joins a large marshy lagoon with the main body of water.

The back streets lead to the little old village, pretty and picturesque., with high pointed thatched roofs and enclosed gardens, bright with flowers or flowering fruit trees.

The Mian Poshteh island situated to the south west of Pahlavi, with a large building facing the harbour entrance, is Government property and used for official entertainments.

Qazian: formerly a fishing village has rapidly grown in importance, due to the import and export trade and the modernization of its fisheries. Several fine buildings have lately been erected. The fisheries in Qazian where the most delicious Caviar is prepared are interesting places for the traveller to visit. Admission can be secured through the Governor or by direct application to the fisheries [hotel proprietors can arrange admission]. There is an excellent beach for bathing at Qazian.

The arm of the sea, has to be crossed by small rowing boats "Lotkas" on hire, always ready at each side.

Qazian has few municipal buildings, a very pretty public garden, several nice looking shops, and a good small hotel. Here is also an open bazaar and

a large fish market where salmon, sturgeon, caviar, and wild duck is cheap and plentiful.

Along the quay small boats are to be seen, in which are heaped nets and other tackle, sails and the usual miscellany connected with such craft. From them men carry large baskets of fish to the dealers, while others sell them to the crowd that have collected.

Transportation: The hotels or car brokers can generally arrange transport directly to Tehran by car within short notice, but in case cars for the direct trip to Tehran are not available at Qazian, the traveller can proceed to Rasht, where cars can always be hired for Tehran or other places in Iran.

There is an aerodrome some 3 kilometres south of Qazian on the main road to Rasht.

The duration of the trip from Pahlavi to Rasht by car is about 45 minutes.

Directory:

Telegraph—Telephone—Post.

Banks: Imperial—National—Russian,

Consulates: Soviet.

Km. 17 **Gourabjir.** Large village.

Km. 22 **Khomam.** Large village,

Km. 39 **Rasht.** Is the capital of the province of Gilan, and the centre of the rice, silk worm industry and a rich agricultural area. Its population is about 89,876. The main street [Pahlavi Avenue] was

built in 1926 and is very wide, in fact it is almost an elongated square as the centre has been laid out as a public garden and is about 300 metres long. The principal shops, hotels, the municipal building and the Governor's offices are located on this Avenue. Most of the other streets are narrow and winding.

The best view of Rasht can be obtained from the Municipal Tower. The roofs of most of the houses, like all the rest in the northern towns of Iran, along the Caspian, are covered with red tiles.

Rasht is the seat of the Governor General of Guilan region which comprises; Pahlavi, Lahijan, Langeroud, Fumen and Talesh or Tavalesh.

Directory:

Telegraph—Telephone—Post.

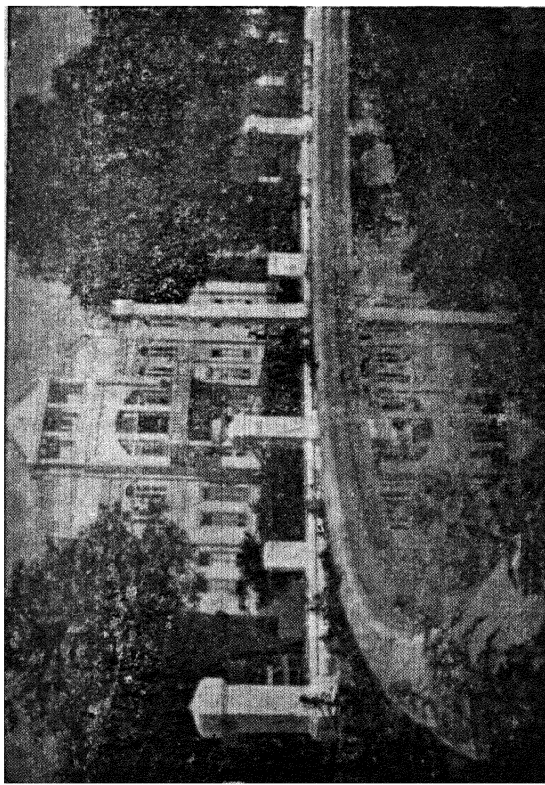
Banks: Imperial—National—Pahlavi.

Consulates: Soviet.

A large and modern jute factory has been erected in this town which can supply the entire requirements of the country.

Pahlavi—Pir Bazaar.

On the south west of the lagoon lies the small port of Pir Bazaar which is about 9 kilometres to the north of Rasht. Freights are transported by vessels to Pir Bazaar, from where it is transported to Rasht by lorry.



The Municipal Theatre—Pahlavi

The duration of the trip from Rasht to Qazvin by car is 7 to 8 hours.

Leaving Rasht the road which crosses the Alborz range is level at first through pastures and agricultural land and then later passes through alternate forests and rice fields gradually entering dense woods with heavy undergrowth.

In this region, like that of Mazanderan, the villages are different, the houses are of wood, with high peaked thatched roofs and wide verandahs, supported on beams, on two sides of the house. These dwellings are scattered along the road as well as in the villages. The peasants have a more European air, and are fairer too, the women rather pretty. To see a group of these rose coloured women working in the fields makes a pretty picture.

As the altitude rises the vegetation grows thinner and less luxuriant.

Km. 51—Kohneh Doshanbeh. Large village.

Km. 58—Shah Aghaji. Large village.

Km. 73—Emamzadeh Hashem. Large village containing a shrine of the same name.

Km. 80—Siah Roud. A river of this name passes here.

Km. 89—Noghlbar. Village.

Km. 94—Rostam Abad. Large village.

Km. 114—Rudbar. Some fine groves of very

old olive trees help to vary the monotony of the landscape. Olive oil is manufactured here and can be obtained at a reasonable price.

Telegraph—Telephone—Post.

Km. 121—Manjil, lies in the narrow gap in the hills on the bank of the Sefid Rud, or "white river" (generally red by the way) which flows through Rasht to the Caspian Sea. This gap acts as a tunnel for the north wind that blows in a perpetual „hurricane" throughout the summer and makes Manjil famous as an intolerable place of residence. At this point the road crosses the Sefid Rud over a stone and iron bridge.

Telegraph—Telephone—Post.

From here on the road pursues a tortuous course sometimes in the valley bottoms, sometimes high on the mountain sides, through a country barren and devoid of trees.

Km. 143—Lowshan. Large village bridge.

Km. 180.—Yuzbashi Chay. Tea-shop.

Km. 199—Kuhin. Tea shops. Here is the last pass before reaching Qazvin. During severe winters the road at this point is liable to blockage by snow, but for a period of only a few days at a time.

Here the road reaches the Iran plateau.

Km. 232—QAZVIN. Elevation about 1320 metres. Population about 60.013. It is one of the oldest ci-

ties in Iran, founded by Shapour I, who named it Shad Shapour.

This town situated at the cross roads is passed through by those going to Iraq, Tabriz, Caucasus, Rasht, Caspian provinces, Tehran, Mashhad and Mazanderan via Alborz passes, has always been of military and commercial importance.

In 645 A. D. it was captured by the Arabs and became headquarters of their troops against the northern Deilams who would not yield to Arab domination. From here they rallied against them converting them to Moslem religion.

Mohammad-ebn-Hajaj Youssef founded a large mosque. The Caliph Mousalhadi founded a new town near the old one naming it Madina-tol Moussa. Haroun-el-Rashid built a mosque and started repairing its walls which were completed by orders of Sadr-ed-Din, a Minister at the Court of Soltan Arsalan.

After the Mongol invasion in the 13th century the town of Qazvin was completely destroyed by them.

During the reign of Safavi Kings, starting from Shah Esmail up to Shah Abbas I, Qazvin became the capital of Iran, many fine buildings were constructed by them but nothing of these remain to-day except the main gateway to the Royal Palace called Ali Qapu. The palace is now being used as the Go-

vernor and Police offices.

Its greatest interest is perhaps that it was closely connected with the robber band of assassins, whose famous old chief was known to the crusaders as the Old Man of the Mountains. His impregnable fortress of Alamut, the Eagle's Nest, lies only 48 kilometres away in the mountain and in the early part of the 12th century his name brought terror to all the countryside, and Qazvin was one of the towns he often plundered. Many legends of his ferocity and barbarous acts of his followers, were brought back to Europe by the Crusaders, and his name as known to them was derived from his title, the Sheikh o-
Jabal, the Sheikh of the mountains. His adherents were called Hashishi or Bhang smokers [bhang, is a strong drug, made from Indian hemp], and the name corrupted by the Crusaders has provided Europe, with the word "Assasin", the worst type of murderer.

The town was taken by the Afghans in 1722, who overran Iran, and three years later was sacked by the Turks, suffering all the vicissitudes and horrors of war.

Several earthquakes have also overthrown what few remaining buildings were still left by the invaders so that now there is very little of note to be seen.

There are a few religious buildings in Qazvin. The most important are: Jom'eh Mosque, Emamzadeh Hossein and the School of Heidarieh.

The Jom'eh Mosque has been built by different people in different periods. For a long time it was known as Shah Mosque. Mongols, Seljuks, Safavis, Abbasi Caliphs and Qajars all had a hand in its construction.

The Emamzadeh Hossein [or Shazdeh Hossein] is a place of pilgrimage. It is believed to be the burial place of one of the children of Emam Reza, aged two years. It was built during the reign of Shah Esmail and repaired by Nasser ed-Din Shah adopting the Qajar style.

The above tomb is situated in the south end of the town.

The tomb of Hamdollah Mostowfi is situated on the East end of the town.

He was a great philosopher of the 17th century.

There is also the tomb of an unknown Rabbi.

Amongst other places of interest to visit are the Chehel Sotoun and the Nader Palace.

Directory:

Telegraph—Telephone—Post.

Banks: Imperial—National—Pahlavi—Russian.

From Qazvin to Tehran the journey is usually made in 3 to 4 hours by car. The road is nearly level skirting the south slope of the Alborz mountains.

Km. 284 Abyek—There is a coal mine near by which is being worked on primitive lines.

Km. 304 Yengi Emam—About half way between Qazvin and Tehran, situated near the road is the tomb of a descendant of an Emam, with a Kashi dome.

Km. 330 Hessarak—Here is a Government institution to teach the means of destroying insect and vegetable parasites harmful to agricultural products.

Km. 337 Karaj—This village has gained some considerable importance during these recent years. Besides the agricultural School and the model farms, situated south of the village, a sugar factory has also been erected by the Department of Industry and large areas of land have been allocated for plantation of beet roots for the consumption of the mill. The river on the north of the village is called after the village's name and part of its water is taken to Tehran by canal for the use of the city.

A new road has been constructed here which branches out to the north [See Makhsooss or Chalous Road].

Km. 375 Mehrabad—Part of the Tehran garrison is stationed here.

Km. 378 Emamzadeh Massoum—Here is a fine shrine of a descendant of an Emam.

Km. 379 TEHRAN—[Elevation about 1270 metres]

comprising an area of 31,000 square kilometres with 360,251 inhabitants, situated some 200 kilometres south of the southern shore of the Caspian Sea on a large gravel deposit which slopes down from the foot of the Alborz mountains and extends to near Shahzadeh Abdol Azim.

During the prosperity of Rey, Tehran used to be a very small and insignificant village where the houses resembled mice holes than dwellings. Its importance begun with the invasion of its surrounding towns, such as Rey, by the Mongols (1220 A. D.)

Shah Tahmasb was the first king to build a wall of about six kilometres in circumference around it with 14 towers, and a dry ditch (moat) and 4 gates; but its real importance started during the reign of Agha Mohammad Khan Qajar in 1787 who made it his capital in order to be near Gorgan, where his tribes were located as well as near the Turkish tribes of northern Iran. For this reason no one can expect to see any ancient buildings in Tehran.

In 1589 Shah Abbas built a garden which he named the "Chahar Bagh" [the four gardens] which actually is the Ark.

In 1741 Nader Shah appointed his son Reza Gholi Mirza the Governor of Tehran. A year later Karim Khan Zand occupied Tehran and for first time constructed the government buildings in the Sassanian

architectural style. The Jennat Garden is said to have been built by Karim Khan. Apparently he intended making Tehran the capital but his desire was unfulfilled owing to his sudden and violent death.

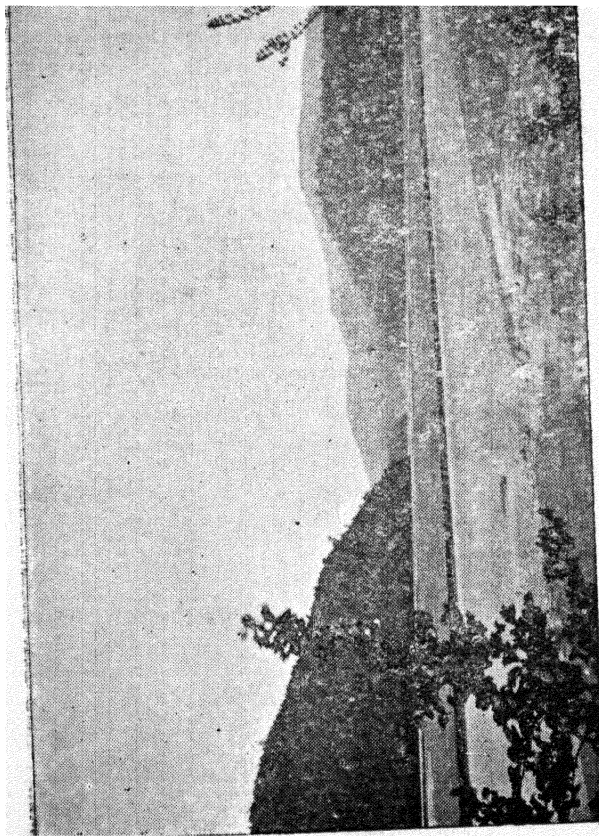
During the regim of Agha Mohammad Khan Qajar several palaces were built in the Ark and the Marble Throne was completed with the material brought from Karim Khan's palaces in Shiraz.

At this time Tehran had a population of about 50,000. There were 6 gates, 30 mosques, schools and some 300 public baths. In 1780 three new gates were added and the population increased to 70,000. Fathali Shah constructed a few more buildings, and the most inhabited district of the town became the south-east.

In 1869 Nasser-ed-Din Shah decided to enlarge the city, the old walls and towers were demolished, the moat was filled up and used for building sites, and an enclosure consisting of a ditch of 58 unequal bastions was constructed in 1874.

In 1870 a large square 242 by 110 metres was originally built as barracks for the artillery. In the centre of this square was a pool surrounded by a small garden, where were placed cannons captured by Safavis in the war against the Portugese.

The central focus of the city is this square

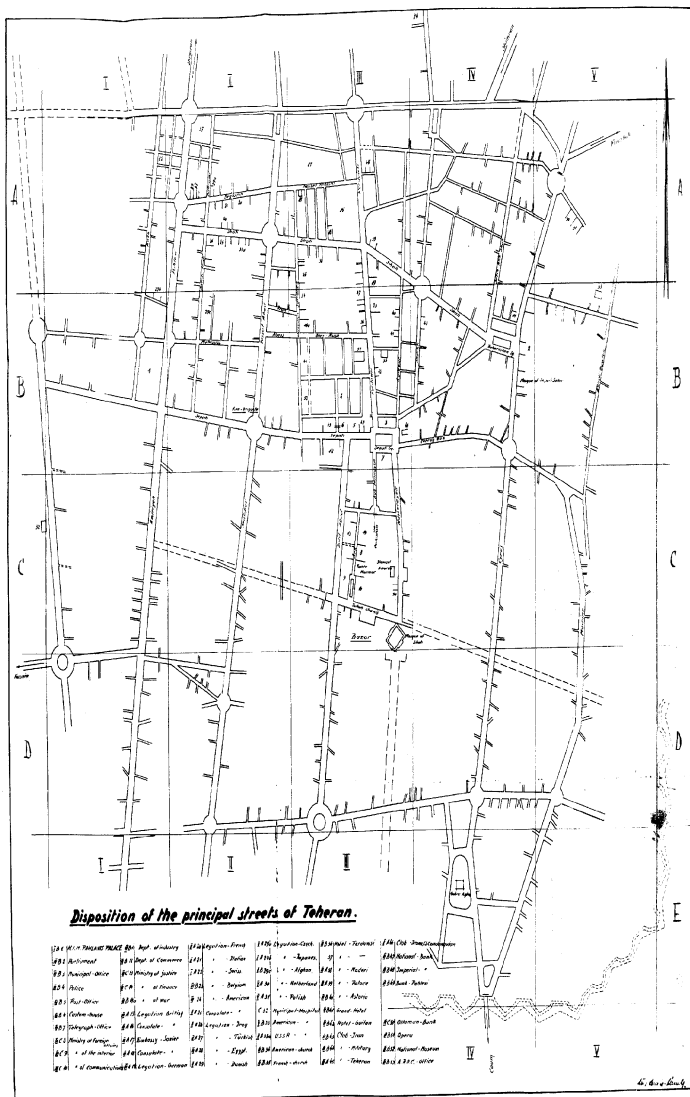


The Sefid Rud River

NEW NAMES FOR TEHRAN STREETS

Another important change effected since the map of Tehran was printed for this book, is the alteration of the names of the streets which we give on this page:

Old	New
Bahrami	Raazi
Beglari	Gha'ani
Nasser Khossrow	ditto
Sheikh Hadi	Raazi
Safih Ali Shah	Basstan
Makhsuss	Jami
Youssef Abad	Shahpour
Ghavamos Saltaneh	Raphael
Khass	Sevom Esfand
Borjeh Noush	do
Sheikh	Saadi
Einod Dowleh	Iran
Cheragh Gaz	Bargh
Amirieh	Pahlavi
Jalil Abad	Khayyam
Bab Homayoun	Ark
Nasserieh	Nasser Khossrow
Jaba Khaneh	Buzarjomehri
Mashine	Rey



which has been named "Meidan Sepah" and has now been turned into fine government buildings, amongst which are the Ministry of Posts and Telegraphs on the south, the Municipality on the north, the Imperial Bank of Iran a very handsome edifice, standing on the east side with its facade ornamented with beautiful and pink talence tiles, and on the west side are the Police buildings, which is waiting the completion of its new imposing construction in the former parade grounds then called "Meidan Mashgh". This square situated on the north west of the Meidan Sepah has now been divided up into blocks, where the Ministries of Foreign Affairs, Justice, War and the Police Department are each putting up a new building for their future uses. The National Museum and the Army Club are also located in this section of the Meidan.

The most important streets in Tehran converge on the Meidan Sepah, those to the south and east leading to the Old Palaces, the Ministries [Interior, Justice, Ways and Communications], big bazaars and commercial districts.

To the north and west is the new quarter, with good houses and gardens, where the present ruler His Majesty Reza Shah Pahlavi, has built himself a new palace behind very handsome gates and near to

which many influential and rich Iranians have acquired property.

Khiaban Lalezar and Ferdowssi both leading northwards from the Meidan, are considered the principal streets of the city. Belgian, German and British Legations, as well as the National and Agricultural banks and the Treasury General buildings are situated along the latter street.

Continuing Khiaban Lalezar one comes to a wide cross road. To the right, it leads to the **House of Parliament** or "Majless" and one of the principal mosques known as **Masjedeh Sepahsalar**, now converted into a religious school.

The domes, minarets and the doorway of this school are decorated in a beautiful blue mosaic, in which a design of roses is blended. This mosque was erected through the munificence of Mirza Hossein Khan Sepahsalar, Grand Vizir and Minister of War of Nasser ed-Din Shah.

Before reaching the Majless, on the south side of the square, is an old house built by Nezamol Molk, one of Nasser ed-Din Shah's Ministers, now turned into a Restaurant called **Loghanteh**, where delicious Iranian rice and roasted meat [Chelow Kabab] could be had.

In the main dining room of this building on the upper floor, is a wonderful oil painting containing some

sixty life size figures, representing the Shah seated on the famous peacock throne surrounded by his son and giving audience to the various ambassadors of European Powers who came to his Court. These portraits were completed in 1812—1813.

The **Bazaars** of Tehran are the same type of architecture as in the rest of the cities, but on a much bigger scale. At intervals one comes to an opening which leads into a large roofed-in-hall. These are the warehouses of merchants and dealers, each with its own particular trade—cotton and silk materials, but the most interesting of all are those of the carpet dealers, where piles of rugs of all kinds and descriptions are heaped on top of each other. Often in the middle of these halls, will be found a marble tank and fountain, cooling the air.

During the recent years many broad and straight paved or asphalted avenues and a great number of new buildings, shops, etc. have been built. Trees have been planted on the foot pavements of most of the streets, modern telephones have been installed, electric lights have been improved horse tramcars have been replaced by motor buses, and numerous café—Restaurants, clubs and cinemas have been opened for public entertainments.

The new section of Tehran is rapidly moving towards the north west of the city.

The province of Tehran comprises the districts

of Damavand, Shemran, Kan and Souleghan, Savojbolagh, Zavieh Moghadasseh [Shah Abdol Azim], Shahriar, and Varamin. The last four situated respectively north west, south west and south east of the city of Tehran, are fertile and supply the capital with grain, fruit and vegetables. The Varamin district, south east of Tehran city has 123 villages and supplies the city and surrounding districts with wheat and barley. It is watered by the Jajerud River and is considered one of the most fertile districts of Iran.

Shemran, the district north of Tehran on the slopes of Alborz, has 63 villages which are frequented during the summer season by the inhabitants of the city and the foreign colony. The most important of these are **Qolhak**, 10 kilometres from Tehran and 800 metres above the city, with the summer residence of the British Legation **Zargandeh**, adjoining Qolhak, summer residence of the Soviet Embassy. **Tajrish**, which is the seat of the Governor of Shemran, with a population of over 3,000.

His Majesty has built himself a fine palace still higher up in the mountain side, **Sa'ad Abad**, and a wide road with fine trees has been made from Tehran leading to it.

Darband, another small village close to the mountain, where people throng on holidays in summer.

The Old Palaces

As formerly stated the Ark or the Citadel stands to the south of the Meidan, which occupies a space of a quarter of a square kilometre, and in which stand the old palaces of the Qajar Shahs. It is called Golestan or the Rose garden, and certainly here there is a charming garden, with its blue tiled tanks and shady trees under which one walks to get into the palace now used for public functions. Here His Majesty receives the officials on state occasions and it is partly the *Royal Museum*, where many of the crown jewels are kept, and also much of the regalia and treasures of the old regimes have been collected, and can be seen behind glass panelled doors.

This palace is a handsome building and nearly a hundred years old. It is entered by a wide staircase carpeted with beautiful rugs over the marble steps.

The throne room is covered with priceless rugs collected through the centuries from all the best looms. Fixed cabinets are set in the walls in which the treasures, some of the regalia, ancient ornaments, exquisite enamel work are displayed.

But the most treasured possession stands at the far end of the hall, the famous Peacock Throne, brought from Delhi by Nader Shah, in the first half

of the 18th century. There is also a very handsome chair throne which stands just in front of the other. This throne was covered with carpets and cushions, to allow the Shah recline or sit cross legged. It is covered with gold and encrusted with roughly cut precious stones, some quite large rubies, emeralds and diamonds, these being set in fine enamel beautifully patterned.

There is also a very fine library containing priceless manuscripts, illuminated and painted books.

There are several fine rooms in the Palace used for official banquets and receptions, all with magnificent carpets, a collection that is unique and priceless.

Across the garden, with its tanks of water and shady Chenars [or plane trees] is another building with a series of rooms in which hangs a collection of portraits of the rulers of Qajars dynasty, and where the celebrated Takhte Marmar [marble throne] of Karim Khan Zand, a wise and able regent [A. D. 1751—79] stands. Although uncrowned, he was practically sovereign, and was succeeded by his effete family, who were all massacred by Agha Mohammad Khan in 1793.

The marble throne has more the appearance of alabaster and is in a shape closely akin to the Peacock Throne—a platform approached by steps,

upheld by female figures, while underneath are emblematic lion cubs carved out of marble and forming a part of the little pillars that support the dais.

In the south east of the Royal Museum is the Shamsol Emareh [Sun of the Palace] a stately building with two large towers facing Khiaban Nasserieh, while between these stands a slender clock tower, bright with blue and rose coloured tiles. This was the Pavillion of Public Audience, where the former Shahs received people in the courtyard in front. To the right of this building is another palace called Bad Guir, being used as office of the Prime Minister and the meetings of the Council of Ministers

Places of Interest

- ** Palaces:** 1] **Shamsol Emareh**—Khiaban Nasserieh
 2] **Royal Museum** in the Golestan Palace—Ark.
 3] **The Marble Throne** [*at the Takhte Marmar*]
 —Ark.

Other old palaces situated outside the city are as follows:

- 1] **Aghdassieh** in Shemran, now used as Army barracks.
 2] **Manzarieh**, north east of Shemran.
 3] **Niavaran**, near Manzarieh.

**** For admission applications should be addressed to the Propaganda and Tourist Department, Ministry of Interior.**

- 4] **Shah Abad**, near Niavaran
- 5] **Farah Abad**, Doshan Tapeh north east of Tehran.
- 6] **Saltanat Abad**, on the Shemran road to Niavaran [*Now used for Army barracks*].

- Mosques:**
- 1] Masjedeh Shah [*the Shah, Mosque*] south end of Khasban Nasserieh.
 - 2] Masjedeh Sepahsalar, Khasban Cyrus, close to the Parliament.

The above mosque took some 31 years to built and it was finally completed in 1809. Now it is used for religious teachings.

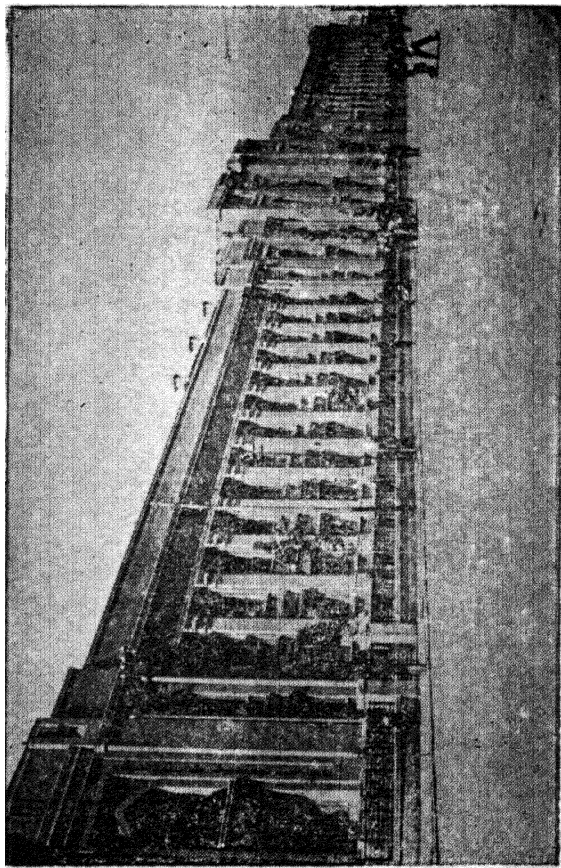
Other religious schools and mosques are:

Jameh, Sheikh Abdol Hossein, Marvi, Sadr, and Madar Shah (Shah's mother).

Zoor Khaneh:

Wrestling house. where wrestlers and athletes are trained in the ol' manner as described 'in the Shah N: Ferdowsi.

There are numerous Zoor Khanehs in Tehran as well as in the provinces, A local guide will be able to conduct a foreigner to visit one of them between



The Post and Customs Offices - Tehran

6 and 11 p. m. when these athletes do their exercises. There is no admission fee, but generally one tips the gate man [5 Rials].

Bazaars: The Bazaars should be included to the items of the programme of sightseeing in Tehran. Although it may not be of particular interest to those having seen bazaars in other Iranian towns, except that in Tehran the bazaars are much larger and contain more goods.

NAME OF PRINCIPAL ESTABLISHMENTS.

Municipal Institutions

- Municipal Building : Meidan Sepah,
- Municipal Hospital : 50 beds—8 doctors and 15 nurses
- Orphanage : 200 orphan boys and girls.
- Home for Disabled Persons: 200 inmates.
- House Hospital : 200 beds.
- Insane Asylum : About 170 inmates
- Foundings Home : 40 children.
- Maternity Hospital : 6 beds.
- Nursing School : 24 girls are trained.
- First Aid Stations : 6 stations—Average number of patients attended daily—240.
- Slaughter House
- Inspection of Public Health.

CLUBS

Armenian	: Khiaban Amir Monazam.
Iran	: Khiaban Dowlat [The leading Club of Iran presided over by the Prime Minister.
Iran Javan	: [Young Iranians] Khiaban Sepah.
Soviet	: Khiaban Ferdowsi [exclusively for Soviet citizens].
Tehran	: Khiaban Club Tehran [frequented mostly by Europeans].

THEATRES

Opera House	: Khiaban Ferdowsi.
Nekoui	: ditto

CINEMAS

Iran	: Khiaban Lalezar.
Mayak	: Khiaban Shah [Istanbul]
National	: Khiaban Lalezar.
Pars	: ditto

HOSPITALS

Name	Address	No. of Beds
American	Khiaban Dowshan Tapeh	72
Bakhtiar	Khiaban Shah	12

Firouz Abadi	Shah Abdol Azim	36
Government	Khiaban Sepah	80
Gowhar Shad	Khiaban Bolursazi	50
Lunacy	Shahreh Now	60
Maternity	Khiaban Pahlavi	10
Motamed	Khiaban Sheikh Hadi	20
Municipal	Shahreh Now	60
Najmieh	Khiaban Youssef Abad	20
Nessvan [for women]	Dowlat Gate	30
Nursery	Khiaban Pahlavi	10
Police	Sepah square	50
Razi	Khiaban Shahpour	100
Soviet	Khiaban Shah	48
Toutia	Hassan Abad	20
Vaziry	Khiaban Sheikh Hadi	50
Yazdi	Khiaban Sepahsalar	12

Newspapers

Iran

Ettela'at [Evening paper]

Kushesh

Setareyeh Jahan [One page in French]

Messenger de Teheran [French]

Journal de Teheran [French]

Iranian Youth [English]

Veradznound & Bobokh [Armenian]

Besides the above there are several other newspapers and magazines published in the city.

BANKS

Agricultural and Industrial Bank.

National Bank of Iran.

Ottoman Bank

Pahlavi Bank,

Russo—Iranian Bank.

Places of interest in the Province of Tehran

Rey, situated 9 kilometres south of Tehran has many ancient remains of buildings that can be seen. It is an extremely old town in which Alexander the Great stayed a few days in his pursuit of Darius. Seleucos Nicator constructed many fine buildings here and named it Europos. Under the Arsacides it was called Arsacia. According to Athenée, during the second century it was supposed to be one of the richest districts of the Medes.

During the 1st century of Islam it became known as Rey and was supposed to be the world's market and the marvel of all times.

It became several times the capital of Iran during the reign of Buyids and Seljuks. Mongols destroyed this town in 1221. Gazan Khan endeavoured to rebuild the town and reconstructed some of it:

but at this period the town of Varamin, which was growing in importance, made his efforts unsuccessful so that during the reign of Safavis no mention is made of it and to day only some ruins indicate the place where it once stood in all its glory.

The original town situated undoubtedly near and around the stream now called Cheshmeh Ali, where many earthenware and pots, comparable in antiquity to those of ancient civilisation of Shush, have been unearthed. Dr. Schmidt of the University of Philadelphia has quite recently been excavating there and has found an important building of Parthian period.

Although numerous remains of Sassanian period are to be found in Varamin and Tehran there are none in Rey with the exception of a bas-relief where the foundation of the walls and fort of the town used to be, but with the exception of some irregular lines and prominences nothing can be distinguished now. In 1810 Morier has seen it and informs us that it depicts a galloping rider with drawn spear on whose head and shoulders a ball has been placed. Thirty years later Flandin confirms its existence, but states that Fathali Shah had it obliterated and had his figure carved instead. To-day only the figure of Fathali Shah on horseback can be seen in the act

of slaying a lion with his spear, but in spite of Flandin's statement this figure stands beneath the old one.

The most important remains of Islamic period are the walls of Rey which can easily be picked out from the top of the hills. It is said that these have been built by orders of Caliph Al-Mehdi. The inner wall surrounded Mohammadiéh district where the Governor's palace and a large mosque has been unearthed by Dr. Schmidt. The outer wall surrounded the town and even now the ruins of towers which were standing at regular intervals can be distinguished. At any rate both walls have undergone changes at one time or another.

The citadel of **Tabark** (Tabar: mountain) has several times been renovated especially by Caliph Al-Mehdi who used to live here during his stay in Rey. It was also repaired by Rafeh-ebn-Harsemeh in 891 A. D. but it was destroyed by townspeople when he left. Later on it was again rebuilt until the time of Togrol ebn-Arsalan who finally annihilated it.

Out of the three towers that figure in the plan of Ker Porter and which have also been seen by Coste and Flandin in 1840 the stone one has completely disappeared. The one named by Flandin "Borj Yazid" was repaired during the reign of Nas-ser-ed-Din Shah. However it has no connection what-

ever with Yazid or Togrol [it is called Togrol tower] but dates back to the 6th century Hejry. The third tower standing on the Naghareh Khaneh mountain is a very small one and is in a dilapidated condition to-day. It used to have been one of town's strongholds during the reign of Seljuks.

On the west side of this mountain bottom of another tower was discovered in 1928 having twelve angles. The distance between opposit angles being $12\frac{1}{2}$ metres, i. e. much larger than the Togrol Tower. Underneath this tower some caves were found containing about 10 coffins wrapped in some kind of cloth of Seljuk period, Some pieces of one metre square of this cloth were retrieved which were sold in Europe. Each piece fetched a price of one to two thousand pounds sterling. Some of it was exhibited in London in 1931. It is believed to have been the burial place of Togrol Bey, the founder of Seljuk Dynasty, who died here in 1063 A. D.

The Mongol period left Rey in ruins and those buildings that escaped were in due course destroyed by Safavi Kings, so that this once flourishing district became the game preserve of the Qajars.

By orders of Fathali Shah two bas-reliefs were carved in Rey. One we have already described. The other is located in the upper part of Cheshmeh Ali showing the Shah amongst his relations and courti-

ers. Next to it he is shown with a falcon in his hand.

Varamin.

After the destruction of Rey, Varamin which is about 43 kilometres distant from Tehran became the most important town of this district. During the Period of Buyids it used to be an overgrown village and an important agricultural centre.

Under the Mongols it became the centre of administrative and financial organization of Rey.

In the Teimurian period it completely declined.

In 1405 Clavijo speaks of it as a big town the main part of which is uninhabited.

Nearly all its buildings belong to the Mongol period.

The **Tomb of Alaed-Din** is a large cracked tower the conical shape of which has still been preserved and is believed to have been built in 1281—2 A. D.

Emamzadeh Yahia has been built in 1307—8 A. D.

Masjedeh Jom'eh is the most important building in Varamin. Its construction began during the reign of Ol Jaitu and completed during the reign of his son and heir Abu Said about 1325 A. D. It was repaired during the reign of Shahrokh in 1412 A.D.



The Ministry of Foreign Affairs

There is another building in Varamin known as "Gal'eh Gabr" surrounded by mud walls and its towers seem to have been constructed about the Mongol invasion. Varamin can be reached in about 2 hours by car.

Damavand

A great religious and military centre during the Achaemenian dynasty which existed after the rise of Eslam. The city was destroyed by Changiz Khan and it is said that he massacred about one million people here. [See excursions from Tehran].

Hints for TEHRAN

Lodging

In Tehran besides the few selected hotels mentioned in this book, there are several pensions, where full board can be obtained for about 800 to 1000 Rials a month. Most of these pensions have clean rooms and nice gardens.

Foreigners intending to stay in Tehran for some time, can also rent a house * [*5 to 8 rooms with a nice garden*] in the best section of the city for a

*In order to avoid any future complications with the house owner it is advisable to insist upon the registration of the contract at one of the official Government Notary offices, called "**Mahzar Rasmi**"

monthly rental of 600 to 1200 Rials.

New or second hand furniture and all household accessories can be rented for an amount, approximately equivalent to the rental paid for the house. There are numerous house and furniture brokers in the city who can readily procure a suitable house with furniture and arrange the lease contract.

Servants

Cooks and servants, with good references, accustomed to European and American habits, can be engaged in Tehran. The average salary of a cook or a head servant [*foreigners having a large family should have at least 2 to 3 servants*] is about 300 Rials per month, and 160 to 200 Rials for a house servant. Few of these servants speak either French English or Russian and some speak German. Besides the salary the servants are entitled to [*minimum*] 2 suits per year [*one for winter and one for summer*]. Although there is no special rule for dismissing servants, it is customary to give them, half or a full month's salary when they are discharged. It is also customary to pay a bonus of one month's salary at either the Iranian New Year (*21st. of March*) or on 1st. of January, for one year's service.

Clothing

In Tehran it is customary to dress for dinner at the principal clubs, the dinner jacket [« *Tuxedo* »] with black tie being generally suitable for ordinary occasions.

Full evening dress [*swallow—tail coat and white tie*] is worn only at formal functions. In summer light clothing [*palm beach*] and in winter wool-len garments such as used in Europe are suitable.

Antiquities

There are many stores in the bazaars and on the main streets of Tehran which sell a great variety of typical Iranian products [*old and new*] including rugs, Kalamkars, embroidery, beads, enamelled and inlaid work etc.

A great choice of these articles can be had in Tehran, although the prices are generally lower in the provinces.

Bargaining

Although the principal stores have fixed prices, bargaining is necessary in the bazaars, rug and antique shops. Travellers should familiarize themselves with values before purchasing.

Tips

Tipping is not a common practice in Iran, but in Tehran it has become customary. In certain hotels and restaurants 10% is charged on each bill, in other places service fee is not included in the bill.

Drivers of taxi cabs or droshkés are not usually tipped, except after a long ride.

Telegraph and post messengers «*farashes*» are tipped from time to time, or allowed a fixed monthly pay of 10 to 30 rials. The normal tip is 2 rials.

Under no circumstance the Government officials, military or police should be offered any gratuities or presents. According to the law, this action is considered bribery. The payer and the payee are both subject to serious difficulties.

Excursions to Environs of Tehran

In the vicinity of Tehran, many interesting excursions can be arranged. Some of them have to be made either by foot or by mule.

-
- | | |
|-----------------|---|
| 1.. Pas-Ghal'eh | Mountain valley with village at the foot of Tochal, can be reached on foot or by mule within 1 hour from Shimran. |
| 2.. Ab-Shar | An hour beyond Pas—Ghal'eh is the cascade of Ab-Shar. |
| 3. Haft Hoz | Valley of the 7 pools. 20 minutes by car through the village of Vanak to Evin, at the foot of Alborz Mountain; then by mule or foot, about 1 hour, to Haft Hoz through mountain gorge and valley. |
| 4. Sohanak | A typical Iranian village, on the mountain slope north east of Tehran. 40 minutes by car. |
| 5. Tochal | <i>Elevation 4200 mts.</i> — Can be reached via Pas—Ghal'eh or by trail from Imam Zadeh Davoud. [<i>Shemran</i>] by mule or on foot in 6 hours. From the summit splendid views over the plains and mountains to the south of Alborz range, including Damavand |

6. Shahrestanak

to the east north and west. The trip is generally made $1\frac{1}{2}$ to 2 days, the first night being spent at Piaž Chal'a mountain spring. Beautifully located village, on a mountain stream, the headwaters of Karaj, in a valley north of Shemran, going over Tochal, trip can be made in 3 days.

[*Karaj—Tehran 42 kilometres*]

For this trip a Camping outfit is necessary, Shahrestanak can also be reached by Karaj or Lashkarak and Ushan.

Good trout fishing.

7.. Leshkarak

30 kilometres from Tehran by first class highway. Mountain valley through which flows the Jajerud river.

8 . Ushan

Hunting lodge set in beautiful park. 11 kilometres from Lashkarak over a new highway built to Shemshak. This highway extends to the Shemshak coal mines [*51 kilometres from Teh-*

- ran*] operated by the Government.
9. Amameh A 3 days trip with pack animals from Lashkarak over interesting mountain trails to the village of Amameh, one of the most picturesque places in Iran located at the mouth of a gorge.
10. Roudchen Mineral spring in mountain valley east of Tehran. Automobile road in $1\frac{1}{4}$ hour from Tehran. 48 kilometres from the city, on the main road to Mazandaran.
11. Damavand Village *Elevation about 2334 mts.* beautifully cultivated valley, surrounded by high mountains. Splendid summer climate. Lies 62 kilometres east of Tehran. Good automobile road. Time 1 hour 40 minutes.
12. Damavand Mountain Extinct volcano, *elevation 6227 Mts.* Pelour, at the foot of Damavand Mountain can be reached from Damavand village in 1

day by mule. From here the mountain can be climbed in 2 days,

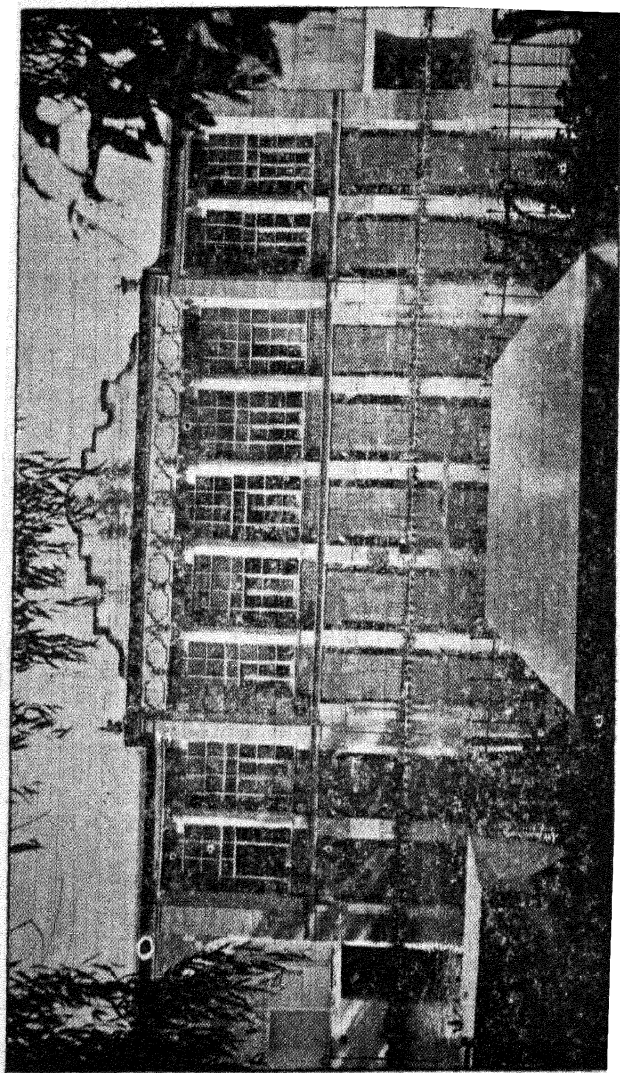
13. Lar

Lar valley located about 40 km. to the north east of Tehran is an elevated mountain valley with good trout fishing. Can be reached from Damavand village by mule in 1 day.

14. Varamin

43 kilometres to the south east of Tehran. Good motor road in 1 1/4 hour. A rich irrigated area.

Mules and donkeys are readily obtainable at Shemran and Damavand for these trips. The usual rates are about 10 Rials per day. Also competent guides at about 6 Rials a day.



Restaurant Loghanteh — Tehran

ROUTE — 2

Tiflis—Baku—Pahlavi—Rasht
Qazvin—Tehran

Tiflis-Baku Trains daily.

Duration of the journey about 15 hours.

Through tickets from Batum to Tiflis;

in Sleeper.

Baku-Pahlavi. See Route A.

Pahlavi-Tehran. See Route 1.

Each passenger allowed 35 kgs. free baggage on train—and 80 kgs on boat.

ROUTE 3

Tiflis—Jolfa—Tabriz—Zanjan
Qazvin—Tehran

Tiflis-See Route-C

Tiflis-Jolfa Trains daily. Distance 278 kms.
Duration of journey 26 hours.
Bedding can be obtained on the train.

Russian Jolfa Accommodations: Inadequate.
Travellers returning to Russia via Tabriz and Jolfa, should make an early start from Tabriz in the morning in order to reach Russian Jolfa, before the closing of the Russian Customs Office [14.00 hours].

Jolfa—Tabriz—Tehran

Km.	o Jolfa	Km.	o Tehran
»	135 Tabriz	»	147 Qazvin
»	173 Ghorigol	»	183 Siadohan
»	190 Bostan Abad	»	213 Ghorveh
»	236 Ghara Chaman	»	239 Khorram Abad
»	312 Mianeh	»	288 Ghareh Bolagh
»	438 Zanzan	»	296 Youssef Abad
»	449 Dizaj	»	312 Dizaj
»	465 Youssef Abad	»	323 Zanzan
»	473 Ghareh Bolagh	»	449 Mianeh
»	522 Khorram Dareh	»	525 Ghareh Chaman
»	548 Ghorveh	»	570 Bostan Abad
»	578 Siadohan	»	588 Ghorigol
»	614 Qazvin	»	626 Tabriz
»	761 Tehran	»	761 Jolfa

Total distance 761 kilometres.

Km. O Jolfa (Iran) (*Elevation 2561 ft.*) Population about 1500. The small town of JOLFA, on the Iranian Russian frontier, has no accommodations, except at the railway station.

Jolfa—Tabriz. By Iranian railway.

Trains-tri-weekly.

Duration of journey 7 $\frac{1}{2}$ hours.

FARES.	1st. class	2nd class
Rials	25.00	16.00

There is a good motor road from Jolfa to Tabriz which can be covered by car in 4 to 5 hours.

Km. 132-TABRIZ.

The capital of Azerbaijan [*elevation 1530 metres*] with a population of 219,949, is the second largest city in Iran. It lies in a plain extending to Lake Reza'eyeh and is framed in a landscape of orange and red coloured hills, was and still is the largest commercial emporium in Iran.

In the old days this city was surrounded by 6000 metres of mud walls and had 12 gates. In 1221 while the capital of the Mongols became of a great importance. Ghazan Khan built a new wall around the town with 6 gates.

The following important events are marked in the history of this city:

In 838.— Severe earthquakes causing the death of 40,000 people.

In 1042.— Another earthquake.

In 1490.— Became the capital of Safavis.

In 1514.— Captured by Soltan Salim of Ottoman.

In 1548.— Revolt of the inhabitants against the Turks.

In 1585.— A second revolt. Town was plundered by Turks.

In 1603.— Occupation of Tabriz by Shah Abbas the Great.

In 1514 when Soltan Salim captured Tabriz he forced some 3000 Iranian artisan families to emigrate to Constantinople in order to restore the life of art in that city which had entirely vanished after the occupation of Constantinople by the Romans.

Thanks to the presence of this group of Iranian Artisans that Istanbul of to-day possesses its magnificent artistic monuments and chef d'œuvres.

In spite of the unfounded stories told about the inhabitants of Azerbaijan the history proves that the people of this province have always been loyal to their mother country and have resisted and fought at numerous events against the invasion of foreign elements. Their courage and bravery against the Russian Army will be recorded in the annals of history for ever.

Tabriz having suffered from frequent severe earthquakes does not possess many old monuments which have mostly been demolished. According to a reliable information in 1880 there were 318 mosques, 100 public baths, 166 caravanserais and 26,000 private houses.

There are four interesting features here.

1] **Massjedeh Ali Shah** (Mosque of Ali Shah) which had an arch similar to that of the "Tagh Kasra" and is in a state of ruin now. Apparently a

part of the present Ark is the remainder of its construction.

2] **Massjedeh Jahan Shah** or Kabud Massjed [the Blue Mosque] built by the Karakianlou Kings in the 14th century, so called from its enamelled mosaic which unfortunately has not been preserved.

3] **Massjedeh Ostad Shaguerd** being also in a state of ruin.

4] **The Ark** or Citadel which has suffered from frequent earthquakes that have injured the walls and the dome of its celebrated blue mosque.

Since the World War several important factories have been erected in Tabriz, amongst which are, match, soap and perfume, spinning and leather factories.

Tabriz has an excellent healthy climate. It is famous for its silver works and carpets, both silk and wool. Various wines of high quality are made in this province which is noted for its vineyards.

In 1916 the Russians built a railroad connecting Tiflis through Jolfa to Tabriz, a distance of 130 kilometres. This railway with its branch line to the lake of Reza'eyeh and the navigation was reverted to the Iranian Government by the treaty of 1921 to cover part of the damages caused by the Russian troops to this province.

Today Tabriz is the seat of the Governor General of the Eastern Azerbaijan, which comprises the following towns and districts: Ardebil—Maragheh—Jolfa—Marand—Gharajedagh—Astara—Khalkhal—Sarab and Garmroud.

Directory:

Telegraph—Telephone—Post.

Consulates: British—French—German—Turkish—Soviet.

Banks: Imperial—National—Russian—Pahlavi,

Clubs: Azerbaijan.

Foreign Missions: American Hospital and School, French & Russian Schools.

Aeroplane landing field.

Cinemas and Theatres.

During April May and November the high passes such as Shebeli and Ghaflan [the road passes at the foot of the latter pass] may be made difficult or even impassable by heavy rain or snow fall for a short period.

From Tabriz to Tehran the journey can be made in two stages with a stop at Zanjan.

From Tabriz to Zanjan the trip is usually made in 5 to 8 hours by car.

Leaving Tabriz at Km. 31, is the pass of Shebeli.
Km. 173 Ghorigol or Youssef Abad:—Junction of the Tabriz—Ardebil and Tabriz—Zanjan Roads.

Km. 190 Bostan Abad.—Village, tea shops.

Km. 236 Ghara Chaman.—Large village with

tea shops, telephone.

Km. 312—Mianeh or **Mianaj**. *Elevation 3300 ft.* Population 9783. Mianaj is in the province of Azerbaijan. There are no hotel accommodations in this town, but rooms can be rented in private houses or at the garages. Precaution should be taken against a special sort of tick which is prevalent here in summer and whose bite causes a serious illness.

Telegraph—Telephone—Post.

The duration of the trip from Mianeh to Zanjan is usually made in 3 to 4 hours by car. There are few tea shops on the road.

Km. 348 Zanjan—Elevation 1838 metres with a population of about 43,612. It is the seat of the Governor of Kkamsch [five] region. Owing to its altitude the summer is very agreeable, and extremely cold in winter.

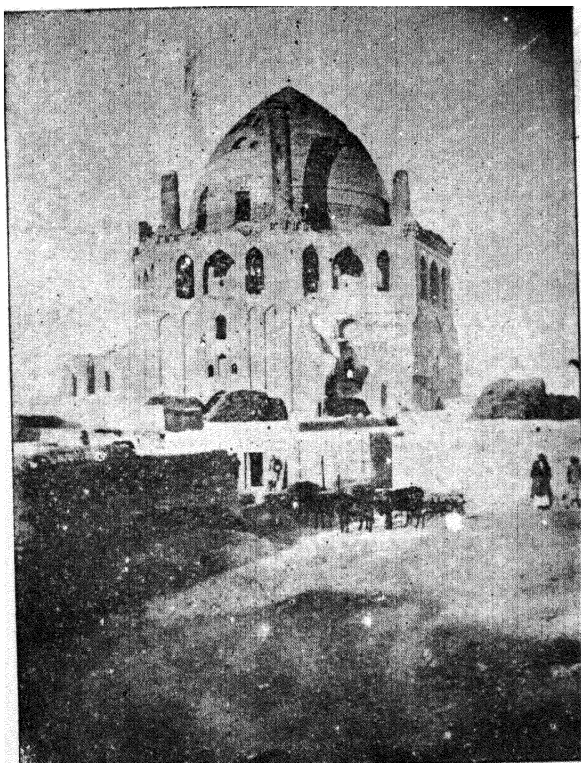
It is a very rich productive region and also a place quite well known for its hand works such as gold and silver, knives and woolen materials.

The trip from Zanjan to Qazvin can be made in 5 to 7 hours by car.

Km. 449 Dizaj—Large village.

Km. 165 Youssef Abad—Large village.

Km. 470 Soltanieh—About 6 kilometres off the road to the south can be seen the great mosque of Soltanieh.



The Mosque of Soltaneyeh

The original name of this village is Viaz, but the Mongols named it Ghor Alan and there still is a place near Soltaneyeh called Allan. Its elevation is the cause of a mild climate in summer and abundance of pasturage.

In 1305 A. D. Ol-Jaitu celebrating the birth of his son Abu-Said enlarged the town and made it his capital. He ordered his courtiers and the rich people to erect buildings. The construction work was achieved in 1313. Out of all the buildings only the burial place of Ol Jaitu known as Soltan Mohammad Khoda Bandeh remains. The interior decorations have disappeared after the repairs made during the Safavis. The tile and stacco work are remarkable. The dome is glorious, the style of the construction is purely old Iranian and with much taste—the height of the dome is 51 metres and its diameter is 25.5 mts. Below the dome is an eight angled construction with beautiful blue tiles.

The town of Soltaneyeh declined during the reign of Teymour. In the 15th century the number of its inhabitants decreased to 6,000 and in the 19th century an earthquake caused the ruin of most of its remaining buildings.

Km. 473 Ghareh Bolagh—Large village with tea shops.

Km. 522 Khorram Dareh—Lies at the junction

of the Tabriz—Hamadan and Qazvin roads. It is a good place for gazelle shooting during the season.

Km. 548 Ghorveh—Large village with tea shops.

Km. 578 Siadohan—Lies at the junction of the Tabriz—Hamadan and Qazvin Roads. It is a good place for gazelle shooting during the season. Tea shops.

Km. 614 Qazvin—See Route I.

Km. 761 Tehran—See Route I.

R O U T E 4.

Baghdad—Khaneqin—Qassr Shirin—

Kermanshah—Hamadan—

Qazvin—Tehran.

Baghdad—Khaneqin: 3 trains daily.

The trip can be made by car in 4 hours. Distance 176 klms.

General Information: In case the traveller has not booked a through ticket to Tehran, it is recommended that a car be hired in Baghdad for the journey to Tehran. The suggestion is made in order to avoid unnecessary delay.

Khaneqin: Lies about 10 kilometres on the Iranian side of the frontier. Customs and Passport Offices, near railway station.

Kachal Kaohal: 10 kilometres from Khaneqin

over oil surfaced road is the Irano — Iraq frontier. Iraq Customs and Passport offices— where passports are again checked by the Iraq authorities.

Khossrovi—Tehran

Km.	o Khossrovi	Km.	o Tehran
» 22	Qassr Shirin	» 147	Qazvin
» 56	Sarpol	» 183	Siadohan
» 72	Patagh	» 205	Nahavand
» 84	Sorkh Dizoh	» 236	Ab Garm
» 107	Karend	» 262	Aveh
» 144	Shah Abad	» 296	Razan
» 164	Hassan Abad	» 383	Hamadan
» 179	Mahi Dasht	» 434	Assad Abad
» 207	Kermanshah	» 472	Kangavar
» 215	Tagh Bostan	» 493	Sarab
» 245	Bissotun	» 503	Sahneh
» 273	Sahneh	» 531	Bissotun
» 283	Sarab	» 561	Tagh Bostan
» 304	Kangavar	» 569	Kermanshah
» 342	Assad Abad	» 597	Mahi Dasht
» 393	Hamadan	» 616	Hassan Abad
» 480	Razan	» 632	Shah Abad
» 514	Aveh	» 666	Karend
» 540	Ab Garm	» 692	Sorkh Dizoh
» 571	Nahavand	» 704	Patagh
» 593	Siadohan	» 720	Sarpol
» 629	Qazvin	» 754	Qassr Shirin
» 776	Tehran	» 776	Khossrovi

Total distance 776 kilometres.

Km. 0 Khossrovi—A distance of two kilometres from the Iraq frontier. Iranian customs and passport offices are located here.

Km. 22 Qassr Shirin—The ruins of the palaces known by the name of Shirin, sweetheart of Khossrow Parviz Sassani, which are situated close to the new town have from time immemorial been overlooking the highway connecting Iran with the plains of Iraq.

The crumbled walls and pieces of stone that meet the traveller's eyes to-day, during the reign of Khossrow Parviz was a park of 1,200,000 square metres with streams of running water, pools, shady trees, a mass of multicoloured flowers and specially designed places containing rare animals that were kept there in comparative freedom.

Khossrow's palace stood in the centre of this paradise. From the ruins of this great building it can be seen that the palace stood looking east and west with its pillars and terraces.

A smaller palace existed on the western side of the above building. The ruins of its banqueting hall is accounted to be the largest that meet the eye. This palace is believed to have been used for official receptions and where the King held his court.

Outside, remains of a fort with round towers

and a moat around it in which the king's body-guard must have been housed, can be seen.

The entire place which, according to Yagout, was one of the wonders of the world remained standing not more than ten years after the murder of Khosrow Parviz. Because due to the Arab invasion the Sassanian dynasty was ended and no one seems to have lived there, and since great hastes was employed in its construction it soon begun to crumble.

Another remain of this epoch located northward of Qassr Shirin and which is called by the natives "Khosh Kari" (meaning the stable of colts) is to be found. In reality it is the ruins of another palace which might have belonged to a general or a high official. Remains of smaller buildings and gardens bear the truth of the latter theory.

Although several motor transportation firms have agencies in this town, yet one coming from Iraq must make previous arrangements in order to be assured of no loss of time, as most of the time it is a difficult task to find a good car at Qassr Shirin to make a long trip at a reasonable price.

Telegraph—Telephone—Post.

From here the journey to Tehran is normally made in three stages, with stops at Kermanshah and Hamadan.

The road is in good shape throughout the year with the exception of a few high passes, such as Patagh, Assad Abad and Aveh, which may be blocked by snow for a few days at a time during the winter months.

Km. 56 Sarpol—After leaving Qassr Shirin, the road crosses undulating country to the foot of the pass, where begins the long climb up the eastern slope of the Zagros range.

It is situated on the site formerly occupied by a small town known to Assyrians as Kalmanu and to Arabs as Hulwan. Here is a bridge span over the river Hulwan or Alwan which is about four hours distant from the ancient town of Zohab.

On both banks, of this river, particularly the left bank, signs of Sassanian civilisation can easily be distinguished. No doubt if excavated, underneath these remains, the signs of still more ancient civilisation can be found.

Sarpol is an overgrown village overlooking the highway which has been inhabited since ancient times. This theory is proved by the reliefs seen on the nearby mountain.

One of these reliefs belongs to the Parthian period in the name of Ardawan. The other two date back to 2800 B. C. Out of these one is of special interest showing a Semitic king, Anu Banini, with

his left foot on a fallen captive who is harnessed to a chain. Beneath this six other prisoners are shown one of which is a king. This relief can easily be seen from the road as it stands about thirty metres higher than the road level.

The first relief has an inscription in Pahlavi characters. The inscription on the other two is incunifonn.

About 3 kilometres to the south east of the bridge a cave of Median period can be seen dug in the rock which is known as Dokaneh Davoud or "David's Shop", which is considered by some of the natives of the district as a place of pilgrimage.

Km. 72 Patagh — East of the pass, the road traverses the Zagros range and enters the Iran plateau. This region is inhabited by the Kurdish tribes many of whose villages and new dwellings can be seen from the highway.

On one side of the road there is a small cave of the Sassanian epoch known as "Tagh Garra" which has been built out of large pieces of rock. Neither in the building itself nor in the ancient books there is any indication showing the purpose of this building. Different opinions exist:

Huart is of the opinion that this building commemorates the completion of the highway.

Flandin and some others state it has been the

king's halting place.

Some say it is boundary mark dividing the Median and Parthian provinces.

Km. 84 Sorkh Dizoh—Small village. Tea shops.

Km. 107 Karend—Elevation 1793 metres. Excellent summer climate, frequented by Iranians and Iraqians during the hot season. Tea shops.

Telegraph—Telephone—Post.

Km. 144 Shah Abad—Large village, property of His Majesy the Shah, near oil fields. Here the Road branches to Ilam.

Telegraph—Telephone—Post.

Km. 164 Hassan Abad — Large village. Tea shops.

Km. 179 Mahi Dasht—Elevation 1863 metres. Large village. Tea shops—Garage.

Km. 207 Kermanshah—Elevation 1620 metres with about 70,159 inhabitants. Majority of the inhabitants speak Kurdish. The climate is excellent and cool in summer. Kermanshah has been improved during recent years new and large streets have been constructed.

Kermanshah was built during the reign of Sassanians, but during the reign of Gobad I (488—531) it is supposed to have been only one of the quarters of the town of Gombadeneh, which spread till the foot of the mountain now called Tagh Bostan.

During the Arab domination it became the capital of Kermanshahan under the rule of Basra troops who called it Mah-el-Basra; but the town of Dinwar, capital of Mah-el-Kufa, was of greater importance.

Haroun-el-Rashid stayed many a time in this town, but only in Qazvin constructed a building. Azedod-Dowleh Deilami constructed a palace in this city of which not a sign remains to-day.

Kermanshah used to be a very small town under the Mongol rule.

In the beginning of the last century it was made the capital of the province of Kordestan and Mohammad Ali Mirza, son of Fathali Shah, made it in reality a separate kingdom. This Prince brought over many foreign officers and instructors, among them Sir Henry Rawlinson, whose historical and geographical works are well known, who founded here an arsenal and machinery for manufacturing arms.

To-day Kermanshah resembles a town of garages. Travellers bringing their private cars should pay the registration fee and customs duty to the Financial Department here. There is no duty payable on cars priced under 30,000 Rials. However, by arrangements with the authorities in Kermanshah this can be done on arrival in Tehran.

Telegraph—Wireless—Telephone—Post.

Banks: Imperial—National—Ottoman

Consulates: British—French—German—Turkish—Soviet.

Foreign Mission: American Hospital

Aeroplane landing field.

For the trip Kermanschah-Sanandage (See Route 29)

The journey from Kermanshah to Hamadan can be made in 4 to 5 hours by car.

Km. 215 Tagh Bostan—Here some remains of royal palaces and several caves with bas-reliefs can be seen.

These caves have naturally not changed except that in olden times they were surrounded by palaces and other buildings. From these only four beautiful columns have come to hand. Two are on the spot, the other two are to be found at the adjoining village.

In ones mind's eyes one can picture the imposing buildings with its beautiful gardens, alleyways and the streams of running water that led to the pools. All this was made possible by a large stream that flows out from under the mountain.

Out of all this splendour described above only two caves containing sculptures, some bas reliefs outside, four columns and a completely damaged round statue remain.

The sculptures of the larger of the two caves belong to the time of Khossrow Parviz [590 — 627

A. D.], with the exception of those of Fathali Shah Qajar.

In the smaller cave the sculptures of Shahpour II [310—379 A. D.] and Shahpour III [383—388 A. D.] are to be found. The bas-relief outside the cave belongs to the time of Ardeshir [379—383 A. D.]. **Km 245 Bisotun**—Here three reliefs are to be found made by orders of Darius the Great, commemorating his victory over some unruly king. There is also an inscription in three languages Babylonian, Elamite and Old Iranian. This was the inscription that gave the key to Sir Henry Rawlinson for deciphering cuniform characters,

Under the inscription, on the level of the road, there is a bas-relief commemorating the victories of Gudarz [50 A. D.] over which later another inscription had been written which spoiled the sculpture, yet a rider can be distinguished with a winged angel over his head.

To the south of Bisotun is **Eshag Avand**—a tomb with a bas-relief which dates back to the Median period. It represents a Median praying before the fire.

Junction of Khorram Abad Road. (See Route 31).
Telephone—Post Tea shops.

Km. 273 Sahneh—In this place there is a tomb belonging to the Median epoch, 7th or 8th century

B. C. It is dug in the rock and is composed of a veranda with two columns. It cannot be seen from the highway and is rather difficult to approach owing to the very steep nature of the mountain and as its entrance is about 25 to 30 metres high.

The cave has two stories. On the first floor there are two tombs 2.10 x 0.80 metres and here is an opening leading to the next floor which is larger.

Telephone—Post

Tea shops.

Km. 383 Sarab—Village. Tea shops.

Km. 304 Kangavar — Elevation 1913 metres.
Large village.

The ruins of a great temple constructed during the Arsacide period, composed of a central sanctuary with a peribolos in the Greek style surrounding it, dedicated to the Goddess Anahita. This Dokhtar [virgin] held in the official religion of ancient Iran the same position as Aphrodite. Many a place has been named after her, such as Kuh Dokhtar [virgin's mountain], Pol Dokhtar [virgin's bridge], Sang Dokhtar [virgin's stone] etc.

A hundred years ago Coste and Flandin were able to draw the plan of this imposing building.

The temple stands on a hilltop beneath which passes the road. During the Arab conquest it was the nest of robber bands and was known as Gassrol-Lu.

sus [Brigand's castle].

Nearly the whole part of the old temple is now occupied by the houses and streets of the village. Many of the columns and stones of the temple have been used by the inhabitants as building material for their houses.

Junction of Tusserkan Road (See Route 30)

Telephone—Post

Tea shops

Km. 342 Assad Abad— [village] Elevation of the pass 2893 metres.

Telegraph—Telephone—Post

Teas shops.

Km. 393 Hamadan—Elevation 2093 metres. Population about 99,852 including a considerable proportion of Jews and Armenians.

The ancient city of Hamadan, old Ecbatana according to Herodotus, was founded by Dejoces, the first Median King. It was surrounded by seven concentric walls and constructed in such a manner that the height of one, as compared to the next, was the size of its battlements. Inside the last wall the treasury and the royal palace were built and the space as great as the town of Athene.

The battlements of each wall had a distinguishing colour; white, black, vermillion, blue, yellow, silvery and golden respectively.

Herodotus wrote these particulars according to his belief, yet it might have some foundation.

The palace of Ecbatana was known throughout the world. It even stood after the Medes. The Achaemenian Kings chose it as their summer residence and although it saw many indignities at the hands of Alexandre and the Seluki Kings, yet retained some of its splendour till Polybe saw and described it in his writings,

It has been ascertained that Ecbatana was not founded by the first Median King since it is mentioned in the inscription of Teglatt Phalasar I under the name of Amadana. It is possible that Dejoces gave it a new lustre and brilliance when he made it his capital.

Not a sign of the palace or the walls can be found to day. Nobody is certain where the old Ecbatana is hidden. Many have made suggestions. Sir Henry Rawlinson hinted that it might be found at a place called Takhteh Soleiman [Solomon's throne], but none of those conjectures although carried out bore any fruit.

Yet, on a mount where some modern houses stand, close to the spot where a foundation stone was found in 1928 bearing the name of Darius son of Vishtaspa, a lot of base columns of different sizes can be seen one of which bears the name of Arta-

xerxes II. Therefore it might be possible that important buildings of the Achaemenian period stood here, and even possibly those seen by the author of Jahan Nama.

This part of the town must be very old, since these buildings have been erected over the mounds of other ruins under which remains of a more ancient civilisation are to be found. This proves the opinion of some Iranian historians that this town was destroyed during the reign of Bokht-Nasr and that when Darius ascended the throne he rebuilt it.

Therefore during the reign of Darius Ecbatana was in ruins, except for the Median castle which defied the ravages of time until the Parthian epoch. Darius built a new town over the old ruins and if we surmise that he constructed his citadel somewhere near the above mentioned castle, which according to rumour contained the treasure house of the kings, therefore it might be possible that the ruins of Dejoces' palace are quite close to those of the Achaemenian palaces, i. e. near where the above mentioned columns are to be found, which is called Sar Ghaleh [principal castle]—the name itself being full of meaning—the most likely place to carry out excavations.

The Parthian Kings, who made Ctesiphon their capital, as well as the Sassanians used to reside here

during the summer season until after the battle of Nahawand [644 A. D.] it fell into the Arab hands.

During the Arab domination it was the centre of a province and the capital of a portion of the country. After being on the pinnacle of wealth and beauty it came to grips with poverty and misery specially when it was pillaged by the hordes of Deilam [931 A. D.] and Mongols [1220].

To-day it is reposing quietly till the time when an archeological society may come forward to try to disclose its past glory.

Hamadan of to-day lies on the northern slope of the Alvand range, the highest peak of which is 3,966 metres. The upper part of the city is about 2,166 mts. above the sea level. It is rather cold in winter, but has the most delightful climate during the rest of the year. For that reason it is the summer residence of many European and American colonies of Iraq. The white capped mountains that guard the plain, and whose summits are seldom exposed to view for more than four months in summer, so that the melting snows and mountain springs water the town plentifully.

Indeed one of the most noticeable things about Hamadan is the sound of rapid running and tumbling water, in spring. It comes from the little river that dashes down the hilly main street confined between

the houses and stone banks of the roadway. Its flow is regulated by small rough weirs, above which pools, have formed and are used by the housewives to do their laundry. This little river is seldom more than 10 feet wide, yet it creates a remarkable noise. Such plentiful supply of water has enabled every level of the town to be well irrigated, hence the quantity of trees, especially poplars and willows along the streets. It gives the town a very cool, green and cared for look. During summer very little of this water flows through the town as it is used for irrigation purposes, in the upper outskirts of the town.

Although the town in recent years has undergone many changes, yet it still retains an old world look and some of its ancient dwellings are still preserved. Few of the bazaars are covered as in other towns, and therefore are uninteresting.

A very large square has been built in the centre of the city from which six main roads lead to different parts of the town. The leading hotels and most of the modern buildings are to be found around this square.

Hamadan is noted for its pretty blue ware which is manufactured in the village of Lalejin, some 15 kilometres distant from the town, inexpensive and of a lovely tint. There are several shops which sell nothing else, and they make an effective picture, filled

to the brim with their blue pots and bowls, some decorated with crude painted pink flowers or some other designs. These wares are very popular and are exported extensively to other towns.

Hamadan is also famous for its wine, quite palatable as the *vin ordinaire*. which is well worth drinking as not a heady and inexpensive beverage.

A few ancient domes with the remains of coloured tiles brighten the general dullness of the city. These are either mosques or tombs.

The Tomb of Esther & Mordecai: The existing tomb appears to have been repaired some three hundred years ago and it is most likely that at the time its style was completely changed or it might have been built over the ancient tomb. It is unlikely that the Queen of Shush and his uncle are buried here.

The most probable of all is that the Jews constructed this tomb in memory of these two heroes of their tribe about 1100 years ago. In the course of time this memorial became known as their burial place.

Ganj Nameh On mount Alvand, a few hours ride up the mountains, is a famous tablet, carved on the rock cliff a trilingual inscription, and from which the early decipherers of the cuniform script learnt the meaning of the arrow-headed letter in the same way

that the Rosetta Stone provided a key to the Egyptian hieroglyphs.

One of these belongs to the time of Darius I and the other from Khashayar Shah.

There is also a statue of a colossal **Stone Lion** which during the Parthians ornamented one of the gates of the town of Babol Assad. In the year 319 Hejry this town was destroyed by Mardavij of Deilam and the lion was pushed down where it still lies about 1000 metres to the north west part of the town. In olden days common people believed it to possess magic properties against cold, famine etc. The superstition still exists but in a milder degree.

Gonbad Alavian The only Eslamic building in Hamadan worth considering on account of its remarkable style. Constructed in the 14th century A. D. it is in a rather dilapidated condition. The stucco-work is splendid.

Tomb of Baba Taher: An Iranian poet of considerable importance and a contemporary of Ferdowssi. His name is mentioned here only because of his works as the building is insignificant.

Tomb of Abu Ali Sina: An Iranian philosopher whose books greatly effected European thought and was the means of transferring the philosophy of Aristotle to Europe. He was also a contemporary of Ferdowssi.

Hamadan is a place of considerable commercial importance, being noted among other things for leather manufacture and carpet weaving. It has been a favourite place of Jewish pilgrimage from early times. The people of this district are partly of Turkish Garagozlu tribe, and Torki is more spoken in the villages than Farssi. The town is surrounded by orchards and cultivated fields that are very beautiful in the spring when the young wheat is coming up and the fruit trees are in blossom. An apt verse is quoted herewith from a poem by Chiston Schollard on Hamadan.

Naught of all the radiant past,
Naught of all the varied, vast
Life that thrilled and throbbed remains,
With its pleasure and its pains
Save a couchant lion, lone
Mute memorial in stone
Of three Empires overthrown
Median, Persian, Parthian
Round the wall of Hamadan.

Directory:

Telegraph—Telephone—Post.

Banks: Imperial—National—Ottoman—Pahlavi.

Consulate: British.

Foreign Missions: American School & Hospital—Alliance.

Aeroplane landing field.

For the trip from Hamadan to Sanandaj—See Route 28

The trip from Hamadan to Qazvin requires 5 to 6 hours by car, and from Qazvin to Tehran 3 to 4 hours.

Upon leaving Hamadan the road turns north traversing a large plain crossing the Kuh Shahi i-Gulak Mountain through the Aveh Pass (elevation 2867 metres) winding through a broken mountain region and then across the large plains that terminate at the foot of the Alborz Mountains.

Km. 480 Razan—Large village. Tea shops·Garage.
Telegraph—Telephone—Post.

Km. 514 Aveh or Avaj—Village—Garage.
Telegraph—Telephone—Post.

Km. 540 Ab Garm—Hot spring—Tea shops.

Km. 571 Nahavand—Large village.
Telephone.

Km. 593 Sia Dohan—Junction of the Tabriz—Qazvin—Hamadan roads. See Route 3

Km. 629 Qazvin--See Route 1

Km. 776 Tehran—See Route 1

R O U T E 5

**Baghdad — Basra — Mohammareh — Ahvaz —
Dezful — Khorram Abad — Boroujerd —
Malayer — Soltan Abad —
Qom — Tehran.**

Baghdad — Basra (Ma'Qil): By Iraq Railways

Trains daily

Duration of the journey 23
hours.

Basra — Mohammareh

Distance 35 kilometres.

By *Motor Car*

Duration of the journey 1 hour
(The road is impassable in
rainy weather).

by *Motor Boat*

A motor boat operates be-
tween Basra and Mohammareh
once a week. Leaving Mo-
hammareh on Thursdays and
returning on Saturdays.

Fare: Rials 25 — per person.

Basra:

The most important port of
Iraq. Iraq customs and pass-
port examinations take place
here.

ROUTE 5.

Km.	0	Mohammareh	Km.	0	Tehran
»	120	Ahvaz	»	147	Qom
»	272	Shush	»	206	Rahjerd
»	300	Dezful	»	246	Ebrahim Abad
»	310	Saleh Abad	»	284	Soltan Abad
»	370	Pol Zal	»	324	Tureh
»	475	Efrineh	»	382	Malayer
»	493	Tounel	»	420	Oshtornian
»	557	Khorram Abad	»	439	Boroujerd
»	617	Razan	»	490	Razan
»	668	Boroujerd	»	550	Khorram Abad
»	687	Oshtornian	»	614	Tounel
»	725	Malayer	»	632	Efrineh
»	783	Tureh	»	737	Pol Zal
»	823	Soltan Abad	»	797	Saleh Abad
»	861	Ebrahim Abad	»	807	Dezful
»	901	Rahjerd	»	835	Shush
»	960	Qom	»	987	Ahvaz
»	1107	Tehran	»	1107	Mohammareh

Total distance: Via Shushtar 1131 Kms.

Via Shush 1107 Kms.

The journey from Mohammareh to Tehran is usually made in 3 to 4 days by car with stops at Saleh Abad—Boroujerd and Soltan Abad.

Km. 0 Mohammareh—Iranian Custom and Passport examinations take place here.

Mohammareh is one of the most important ports

of Iran, situated on the Shat-ol-Arab "Persian Gulf" having about 5,000 inhabitants. Seagoing steamers discharge at this port into lighters about 2 or 2½ kilometres off the shore; goods are transported by road or river to Ahvaz.

Up to the 19th century there used to be an old village of the same name located on the western shore of the Karun River on the Island of Abadan and opposite the present town. Since it had gradually grown in importance commercially the Turks destroyed it in 1837, but by and by it again regained its importance until it was given back to Iran by the Treaty of Erzeroum.

The present town of Mohammareh is about 40 kilometres distant from Basra and 14 kilometres from Abadan.

The town has been built on the site where inundation is a frequent occurrence and for this reason many towns built here formerly were destroyed.

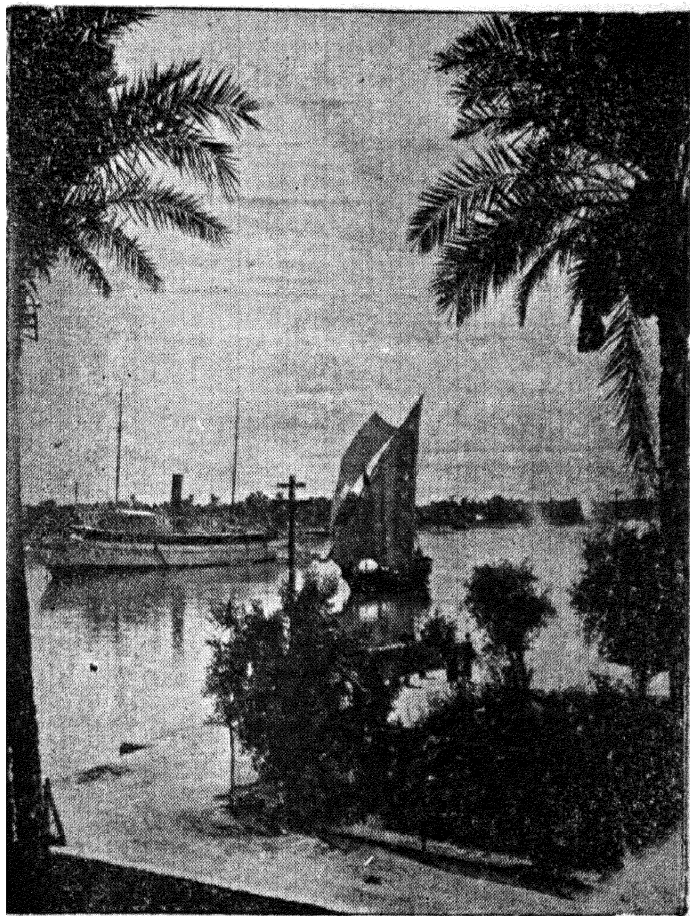
Its climate is much better than Basra and its nearby neighbouring localities.

Dates are an important item of production here, which are exported mostly to America, as Basra dates.

Directory: Telegraph—Wireless—Telephone—Post.

Consulate: British—Iraqian

Banks: Imperial—National.



The Shatt-ol-Arab—Khorram Shahr

General Information: If the traveller cannot make satisfactory arrangement for transport to Tehran, he should proceed to Ahvaz, where cars are always available.

Leaving Mohammareh at the 1st kilometre Bahman Shir River has to be crossed by ferry. The road between Mohammareh and Ahvaz, with the Karun River on the north and closely parallel to the A. P. O. C. pipe line, has not been improved. It crosses desert of loam and silt soil which after a hard rain becomes impassable for several days.

During dry weater the journey to Ahvaz requires about $3\frac{1}{2}$ hours.

Km. 120 Ahvaz: Population about 31,950. It is the capital of Khuzestan and the seat of the Governor General. Old Ahvaz or Nassery is situated on the south bank of the river Karun, new Ahvaz with railway station and workshops is on the north bank.

Ahvaz is also called Nasseri because of the improvements made here during the reign of Nasser-ed-Din Shah. The present city is built on the site of historical Ahvaz. Many antiquities are found here and in the surrounding districts. The local language is Arabic mixed with Iranian.

From Ahvaz a railroad runs south to Bandar

Shahpour (110 kilometres) the new port located on Khor Mussa inlet of the Persian Gulf and the southern terminus of the projected Trans-Iranian railway.

The railway from Ahvaz has been constructed to Saleh Abad, some 12 kilometres north of the city of Dezful.

A steel bridge 1032 metres long over the Karun river (for both railway and motor traffic) connects old and new Ahvaz.

Directory: Telegraph—Telephone—Post.

Consulates: British—Soviet Russian.

Banks: Imperial—National.

Aeroplane landing field.

There are two routes from Ahvaz to Dezful: One via Shush [distance 180 kilometres], the other via Shushtar [distance 204 kilometres]. The former lies east of the Karun and Ab-i-Diz, the latter to the west of these rivers.

Ahvaz — Dezful via Shush

The road between Ahvaz and Dezful is similar to that between Mohammareh and Ahvaz.

Km. 272 Shush—A small village at the edge of the ruins of *SUSA*. Here is a mosque with a peculiar pointed dome, known as Daniel's tomb. It is be-

lieved to be the burial place of Shahpur the Great. **Susa**—The capital of the ancient Elam fell into the hands of the Iranians after it had undergone many vicissitudes. From the time of Darius I it was the chief residence of the Achaemenian kings. It is reputed to have had a population of $1\frac{1}{2}$ millions. The remains of **SUSA** include 4 mounds, of which one is the site of the capital called **MEMNONIAN** by the Greeks, while on another (*on the north*) were the palaces of Darius I and Artaxerxes II.

Mnemon—The latter has been excavated by French archeologists and the enamelled bricks with which its walls were adorned are now in the «*Musée de Louvre*» in Paris. South of these two mounds is the site of the Royal Elamite city. The fourth mound, covering the remains of the poorer houses, is on the right bank of the river.

A long strata belonging to the same age is characterized by a fine pottery with yellow paste decorated with geometrical patterns and animal or vegetable figures in black and brown red. Another neolithic stratum has much inferior pottery. Above these strata are remains of the Elamites and of early Babylonian civilization with inscribed objects, the oldest of which exhibit the pictorial characters out of which the cuniform was evolved.

Under the foundations of the Temple of *IN-*

SUSNIAK (in the north west part of the mound) a vast quantity of bronze objects has been discovered, for the most part earlier than the 10th. century B. C.—Among the monuments in other parts of the mound are the obelisk of *MANISTUSU*, the stela of *NARAMSIN* and the code of *KHAMMUREBI* along with a great number of historically valuable boundary—stones. The upper portions of the mounds have yielded, besides Iranian remains, Greek pottery and inscriptions of the 4th. century B. C.—Numerous coins; of the *KAMNASKRIES* dynasty and other kings of Elyamis in the Seleucid era, and Parthian and Sassanian relics. Shahpur II built the city of *SUSA* after it was razed in a revolt, but the walls were destroyed during the Moslem conquest. The site now deserted was a seat of sugar manufacture in the middle ages.

24 kilometres to the north of Shush, on the west bank of the Karkha river, is The *Eivan Karkh* where are the ruins of a city which was built some time after A. D. The Palace and its gates are still existing. From Shush the river has to be crossed by «belam» ferry.

Eivan Karkh can also be reached from Ahvaz in dry weather by car—Distance about 168 kms.

Ahvaz—Dizful via Shushtar

Although the nature of the soil on this road is similar to that between Ahvaz and Dizful via Shush and the distance 24 kilometres longer, some travellers consider this the better route.

Km. 208 Shushtar—One of the oldest cities of Iran which has existed since the reign of the Sassanians. There are few ancient monuments to visit in this town, amongst which the most interesting are the demolished bridge barrage which was built by Roman soldiers after the capture of the Emperor Valerian by Shahpur I.

Many of the houses are of stone and brick and on account of the great heat and lack of proper accommodation it is a disagreeable place of residence in summer. The streets are narrow and winding.

During the hot season the inhabitants live in subterranean chambers called "Zir Zamin". There is nothing more of interest except a mosque built during the reign of Abbasi Kalifs having kufic inscriptions.

The importance of this town is due only to bargages and dams built in its vicinity for irrigation purposes. Many pumps have also been installed in recent years to draw water from the river.

A barrage located to the west of the town oppo-

site the Ark called Mianab is reputed to have been constructed by Darius the Great, but probably it was begun during the reign of Ardeshir Sassani and completed at the time of Shahpour II.

Another dam by name of Mohammad Ali Mirza built for the purpose of dividing the water is located about 600 metres from the Gor Gor Gate. It is over 25 metres wide, 200 mts. long and 5 metres high. It cost 1,200,000 Rials (about £ 24,000) to construct.

The duration of the trip between Ahvaz and Dezful via Shushtar is about $3\frac{1}{2}$ to $4\frac{1}{2}$ hours by car.
Telegraph—Telephone—Post.

Km. 300 Dezful—(via Shush) Elevation 220 metres. Population about 39,931.

Dezful is picturesquely located on a hill on the east bank of the Ab-i-Diz river. It is one of largest cities in the province of Khouzestan. On account of the great heat in summer the houses are provided with subterranean chambers connected throughout by underground passages. It is believed that Dezful is the "City of Rats" of the Bible.

The bridge [reconstructed] and the barrage built during the reign of Sassanians are of special interest.

Directory: Telegraph—Telephone—Post.

Bank: National.

Shortly after Dezful the road, which is in very

good condition, enters the Lorestan region. For a distance of over 200 kilometres it traverses a wild country, winding its way over high mountain passes and through deep gorges. At several points are seen remains of the ancient glories of Iran such as the Pol Dokhtar built during the Sassanian dynasty [Km. 337]. Along the way the black tents of the Lors, one of the bravest tribes of Iran, who formerly attacked the caravans on the old trail and looted the travellers have now been replaced by dwellings. And for the safeguard of the road there are some 250 towers and 35 caravansarais along the highway in which soldiers are posted for the protection of the travellers. Also as a precaution travellers are not allowed to use the road after sunset. In case of delay in the journey the night has to be spent on the road.

In Lorestan the traveller is struck with the signs of former cultivation over great areas now deserted and rarely visited, even by nomads, for more than a few days a year.

The foundation of foils and old dwellings remain, ascribed in Lorestan to days of Nowshiravan [A. D. 531] bear every indication of a far greater antiquity, the foundation of which alone remain, are of great unhewn boulders, set in straight lines to form rectangles, neither lime cement nor gypsum mortar seem to have been used in construction; the

exposed face of the limestone boulders is deeply pitted by sub-aerial action.

Km. 370 Pol Zal—Village—Tea shop.

Km. 475 Effrineh—Large village—Tea shop.

Km. 493 Tounel—The road passes here through a 70 metres long tunnel.

Km. 554 — At this point there is a large rock on which inscriptions in commemoration of the inauguration of Khorram Abad—Mohammarah road have been carved on two different occasions: the first time by Darius the Great and the second time by His Imperial Majesty Reza Shah Pahlavi.

The duration of the journey from Dezful to Khorram Abad is about 8 to 10 hours.

Km. 557 Khorram Abad—Elevation 1362 metres. Population about 12,000. The capital of the province of Lorestan.

The old fortress built in the centre of the town on the hill can be seen from a distance. This fortress called "Falakol Aflak" [the heaven of heavens] has been recently repaired and is used now as barracks.

It is the Government's policy to enlarge the town of Khorram Abad and settle the Lor tribes. For this purpose the seat of the Governor General of the province of Lorestan has been transferred from Boroujerd to this town. Thousands of Lors

have been moved to the northern and eastern provinces of Iran where they are engaged in cultivation. The dialect used in this region is "Lori". The city bridge over the Kashgan river was built during the reign of the Achaemenian Kings.

Junction of Khorram Abad—Bisotoun and Khorram Abad—Tarhan roads.

Telegraph Telephone—Post.

Bank: National.

Km. 617 Razan—Village—Tea shops.

The road from Khorram Abad to Chalan Chulan is in good condition. It traverses two mountainous passes at an elevation of about 2600 mts. (liable to blockage by snow in winter) and enters the Boroujerd valley at Chalan Chulan. The duration of the trip from Khorram Abad to Boroujerd by car is about 3 to 4 hours.

Km. 637 Chalan Chulan—Tea shops.

Km. 668 Boroujerd—Elevation 1806 metres. Population about 35,000.

Boroujerd was the former capital of Lorestan. The town is attractively situated in a fertile valley where water is plentiful for irrigation. Opium is one of the important items of production in this province. The preparation of opium is worth while seeing. There are several rug factories. Hand made nickle ware is an important industry.

The trans-Iranian Railroad will pass through this town. Owing to this fact its future growth is assured.

Telegraph—Telephone—Post.

Bank: National.

Aeroplane landing Field.

The road from Boroujerd to Malayer is in good condition, but liable to blockage by snow in winter. The journey by car is usually made in less than 2 hours.

Km. 687 Oshtornian—Here the road branches off the Nahavand.

Km. 725 Malayer—or Dowlat Abad. Elevation 1098 metres. Population about 15,000. Malayer is the seat of the Governor of Tusserkan and Nahavand.

Fine grapes grow here in abundance. It is also an important place of carpet industry.

Telegraph—Telephone—Post.

Km. 783 Tureh—Tea shops. At this point the road may be blocked by snow in winter for a few days at a time.

Km. 823 Soltan Abad (Aragh)—Elevation 2053 metres. Population about 54,987.

Soltan Abad is one of the most important centres of the rug industry. High quality rugs are manufactured in this region, and several foreign firms

deal exclusively in this business. Amongst others hand work pottery is the most interesting.

Soltan Abad is a new town built in 1770 by Youssef Khan Gorji. Several wide streets and new buildings have recently been built in this town.

Directory: Telegraph—Telephone—Post.

Banks: Imperial—National—Ottoman—Pahlavi.

Aeroplane landing field.

The road from Soltan Abad to Qom is good. The journey can be made in 3 to 3½ hours.

Km. 828—Junction of the Khomein Road.

Km. 851 Ebrahim Abad—Elevation 1887 mts. Large village.

Telephone

Km. 901 Rahjerd—Elevation 1806 metres—Large village.

This stretch is liable to blockage by snow in winter.

Km. 960 Qom—See route 9.

Km. 1107 Tehran—See route 1.

ROUTE 6.

**Mirjaveh—Zahedan—Mashhad—Neishabur
Shahrud—Semnan—Tehran**

Km.	0	Mirjaveh	Km.	0	Tehran
»	84	Zahedan	»	26	Jajerud
»	146	Hormak	»	43	Bumehen
»	181	Hoz Sefid	»	48	Rudehen
»	259	Sefid Abeh	»	83	Jabon
»	298	Madeh Kariz	»	141	Firuzkuh
»	349	Khunik	»	170	Bashm
»	394	Shosf	»	221	Semnan
»	491	Salm Abad	»	339	Dameghan
»	571	Birjand	»	387	Deh Molla
»	688	Ghaen	»	410	Shahrud
»	802	Juymand	»	478	Miamey
»	906	Eskandar Abad	»	600	Davarzan
»	936	Torbat Heidary	»	683	Sabzevar
»	1090	Mashhad	»	802	Neishabur
»	1129	Sharif Abad	»	880	Sharif Abad
»	1207	Neishabur	»	919	Mashhad
»	1326	Sabzevar	»	1070	Torbat Heidary
»	1409	Davarzan	»	1103	Eskandar Abad
»	1531	Miamey	»	1207	Juymand
»	1599	Shahrud	»	1321	Ghaen
»	1622	Deh Molla	»	1438	Birjand
»	1670	Dameghan	»	1518	Salm Abad
»	1788	Semnan	»	1615	Shosf
»	1839	Bashm	»	1660	Khunik
»	1868	Firuzkuh	»	1711	Madeh Kariz
»	1926	Jabon	»	1750	Sefid Abeh
»	1961	Rudehen	»	1828	Hoz Sefid
»	1966	Bumehen	»	1863	Hormak
»	1983	Jajerud	»	1925	Zahedan
»	2009	Tehran	»	2009	Mirjaveh

Total distance 2009 Kilometres.

Km. 0 Mirjaveh: Iranian frontier, passports of travellers to or from India are examined here Customs examination also takes place here.

Km. 84 Zahedan—Population about 5,000. Zahedan was formerly the rail head of the N. W. Railway of India. Since July 1931, Nok-Kundi has been made the terminus of the railroad coming from Bombay. Nok—Kundi lies on the Indo—Baluch border and is 217 kilometres of Zahedan. Travellers will find no difficulty in hiring cars at Nok-Kundi for the trip to Zahedan.

Directory:

Telegraph—Post.

Banks: Imperial—National.

Consulate: British

For the trip between Zahedan and Mashhad, which requires at least 2 days, the traveller should be equipped with camp bed, bedding (*in winter 3 or more blankets*), a reserve stock of tinned food, an adequate supply of drinking water, which may be contained in canvas bags known as «*chagals*» obtainable anywhere in India or Zahedan. The chagals should be soaked in water for 24 hours before use to prevent percolation.

The accommodations on the road between Zahedan — Mashhad with the exception of Mashhad are limited to garages and caravansarais, but simple food such as eggs, cheese, chickens, bread and tea is generally plentiful and cheap.

Km. 146 Hormak—Junction of the Hormak — Zabol Road.

Km. 181 Hoz Sefid—Drinking water available here.

Km. 259 Sefid Abeh—Garage — Tea shops.

Km. 298 Madeh Kariz—Tea shops.

Km. 340 Khunik—Tea shops.

Km. 394 Shosf—Tea shops.

Km. 491 Salm Abad—Village.

Km. 571 Birjand—Elevation 1500 metres. Population about 12,000. This town is situated on the slopes of a hill and is quite picturesque.

Telegraph—Post.

Bank: National.

Consulate: British

[Night is generally spent here].

Km. 688 Ghaen— Elevation 1500 metres. Population about 9,000.

Telegraph—Post.

Accommodations: Garage. Tea shops.

Km. 802 Juymand—Village—Tea shops.

Km. 906 Eskandar Abad—Village—Tea shops.

Km. 936 Torbat Heidari—Elevation 147 metres. Population about 12,000. A very fertile region.

Telegraph—Post.

Km. 1090 Mashhad—Elevation 1066 metres. Po-

pulation about 139,350. Mashhad is the capital of the large province of Khorassan and the seat of the Governor General. It lies in a broad fertile valley surrounded by hills and mountains. Coming from Tehran, a fine view of the surrounding country is had from the highway where it breaks through the last spur of hills before dipping into the valley of the Kashef Rud. In the centre of the city over a screen of popular trees, appears a large golden dome, a still larger one of turquoise blue and a slender minaret. This is the celebrated and holy shrine of Emam Reza the 8th Emam of the Shi'as and the chief place of pilgrimage in Iran.

Before Emam Reza died and was buried here [818 A. D.] Mashhad used to be only a small village called Senebad. Due to this Shrine it became little by a little a town called Mashhad or "Mashhad Moghadass" [Holy]. Only after the destruction of the town of Tuss by Miranshah [1389 A. D.] it became an important town.

The city is surrounded by a moat and walls of dried clay with towers and five gates at regular intervals. It has a main square surrounded by the principal buildings, among which the Ark, containing the Governor General's residence, stands out prominently. The bazaars are extensive, spacious and well built. Here are to be had beautiful carpets of local ma-

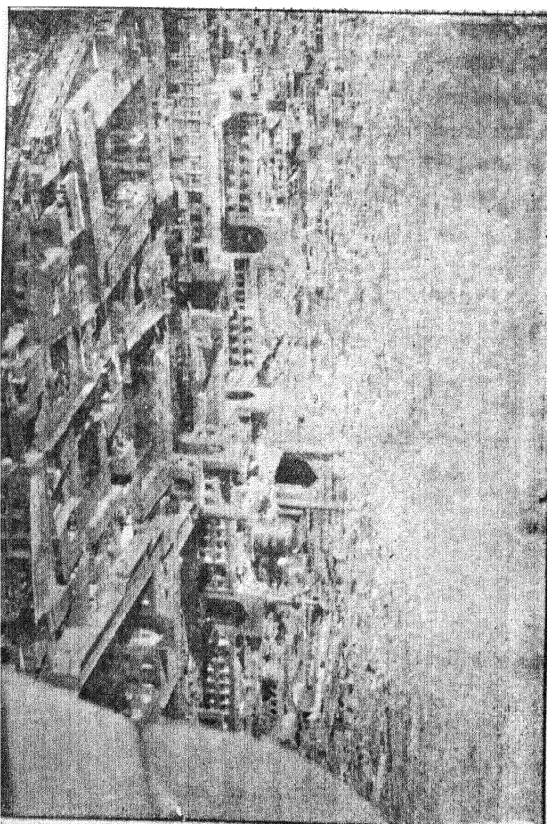
nufacture, as well as turquoise from the mines of Khorassan which are known as the best turquoise in the world, A large picturesque avenue runs through the city from north to south, with a flowing stream in the centre. The portion above, the Shrine is known as "Bala Khiaban" or upper avenue and that below the shrine as the "Paiyn Khiaban" or lower avenue.

The Shrine of Emam Reza has a museum full of very valuable pieces of fine art and a still more valuable library containing many books and manuscripts.

The shrine in its present state shows the progress of the Iranian architecture in style from 15th to the 19th century.

Apparently Shahrokh son of Teymour and Safavi Kings, particularly Shah Tahmassb I, and Shah Abbas I, had done more than the others in decorating the dome and presenting the shrine with valuable objets.

Gohar Shad, wife of Shahrokh, built the Mosque of Gohar Shad which is the best example of the Iranian architecture. Many other buildings have been constructed through her efforts. About 30,000 pilgrims from all parts of Iran, India, Russia, Afghanistan and Iraq visit this shrine annually. Harun-el-Rashid is also buried here.



Bird's eye view of Mashhad

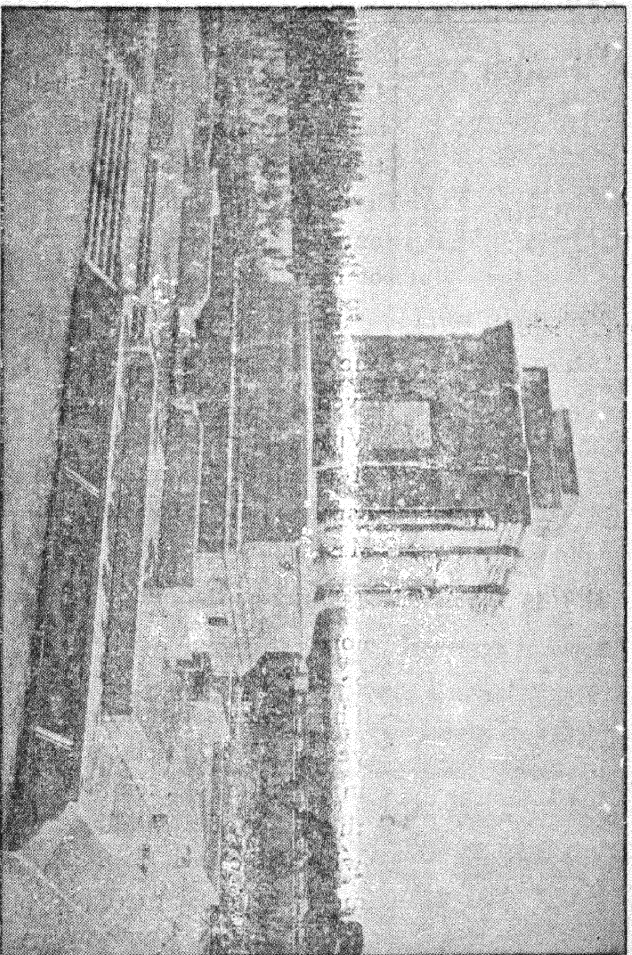
Directory:**Telegraph—Wireless—Telephone—Post.****Consulates:** Afghan—British—Soviet.**Banks:** Imperial—National—Pahlavi—Russian.**Foreign Missions:** American School & Hospital.**Aeroplane landing field.**

**Places of interest in the province
of Khorassan****Mashhad**

The Shrine of Emam Reza The eighth Emam, is the most sacred place of pilgrimage in Iran. This has been termed by those qualified to compare them, more splendid than any to be found in Samarcand or Bokhara.

Masjedeh Gohar Shad Situated close to the shrine of Emam Reza, exhibits an example of the polychrome exterior unexcelled in any other style of architecture. It was built in 1418.

Masjedeh Shah Situated in the old Bazaar, is the work of an architect by name Ahmad-ebn Shamss-ed-Din of Tabriz, completed in 1451.



The Tomb of Ferdowssi

Mosallah

Is an imposing building, built in 1677 in the reign of Shah Soleiman, according to the provisions of the will of Abu Saleh Sadr-ed-Din. It is situated about one kilometre outside the town and is in a state of ruin.

Madressaie Mirza**Ja'afar**

Built by orders of an Iranian by the name of Mirza Ja'afar who derived his great wealth in India. With the exception of the Shrine of Emam Reza and Masjedeh Gohar Shad it is the best building in Mashhad.

At Tuss**Tomb of Ferdowsi**

Situated about 25 kilometres north east of Mashhad which can be reached by car in half an hour. The remains of the old castle can yet be seen which was destroyed in 1389. In the centre of this castle the ruins of a building can be seen which is called Harunieh. This dome is believed to have been the model for the tomb of Ol Jaitu in Soltanieh and was built during the latter part of the reign of Saljughs

by an architect who must have seen the tomb of Soltan Sanjar in Merv and copied the style.

The tomb of Ferdowssi, the great poet, is in itself an impressive and dignified monument. It is built on sound architectural principles.

Khajeh Rabi

A distance of 6 kilometres to the north of Mashhad. Motor road in dry weather, otherwise can be reached by horse.

An inscription on the gateway into the garden which surrounds the shrine runs as follows: "The founder of the edifice is His Majesty Shah Abbas, Hosseini, Musavi, Safavi, in 1031 of the Hejri; by the efforts of the lowest of the slaves who prays for the king, Olugh Razavi, the Gate Keeper, it was completed."

A further inscription on the dome confirms the patronage of Shah Abbas. The building was erected between about 1616 and 1621.

It exhibits all three techniques of

coloured glaze: the glazed brick, the glazed tile and mosaic. Inside is the most beautiful dado of incised tiles.

Radekan

A distance of 85 kilometres to the north west of Mashhad. The first 65 kilometres of good motor road the remainder passable during dry weather.

Here is a tomb of one of the Mongol governors. Radekan was the capital of Khorassan in 1263.

Sang Bast.

45 kilometres to the south east of Mashhad. A tomb with dome and minarets from the epoch of Soltan Mahmoud Ghaznavi, said to be the tomb of a prominent Sufi. The surrounding ruins are of a school and a caravan-sarai.

Bazeh Hur.

75 kilometres to the south west of Mashhad. 68 kilometres of this road through Sharif Abad is motor road to a place called Robat Sefid, from there a distance of 7 kms. should be reached by horse.

On the top of two mountains forming a canyon are 2 castles:

1. The castle of the son.
 2. The castle of the daughter.
- At the foot of the mountain the ruins of a temple are seen. These structures belong to the Sassanian dynasty.

Khaf

(Khar Guerd)

238 kilometres to the south east of Mashhad. To Torbat Heidary 135 kilometres good motor road, from there to Khaf 100 kilometres passable road in dry season.

In this place a beautiful mosque has been built by Nezamol—Molk (*colleague of Omar Khayam*) about 1040, with beautiful inscriptions.

The school of Ghiasseyyeh was built in 14th century, at the same time as the Gohar Shad Mosque of Mashhad.

Kalat.

110 kilometres north of Mashhad Caravan route.

Here is an inn built by the Saljuhis.

Torshiz.

80 kilometres — East of Torbat Heidary. Road passable in dry

weather.

A tomb belonging to the 12th. century, known as the Keshmar tomb. The Firuz Abad towers, the minaret of a mosque, built during the reign of the Saljughis.

Ghaen

The cave of Chenesht — with human skeletons.

Mashhad — Tehran

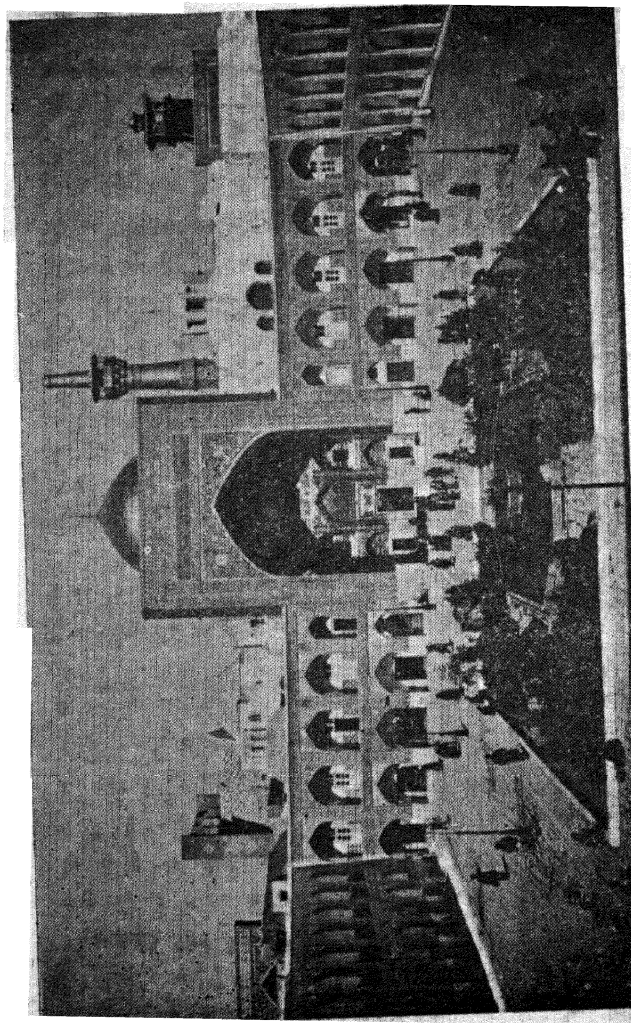
Distance 919 Kilometres

The journey between Mashhad and Tehran is usually made in 2 to 3 days.

The road from Mashhad to Semnan is in fairly good condition and from Semnan to Tehran much better with the exception of Bashm pass (*kilometres 38 from Semnan*) and the vicinity of Firuzkuh which are subject to blockage by snow in winter.

Km. 1129 Sharif Abad — Centre of a large district with about 7,000 inhabitants. Elevation 1556 metres.

Km. 1167 Ghadam Gah — Here is an important building dated 1621 (much of the tile work is later)



Shrine of Imam Reza—Mashhad

which Dietz thinks is the immediate prototype of the Taj Mahal. Like the Taj it is two storied octagonal domed building setting on a platform facing an allée of terraces, water courses and trees.

Inside the building there is a huge stone rock. It is said that the stone has all sorts of magic qualities. Pilgrims going to Mashhad stop here and visit the stone,

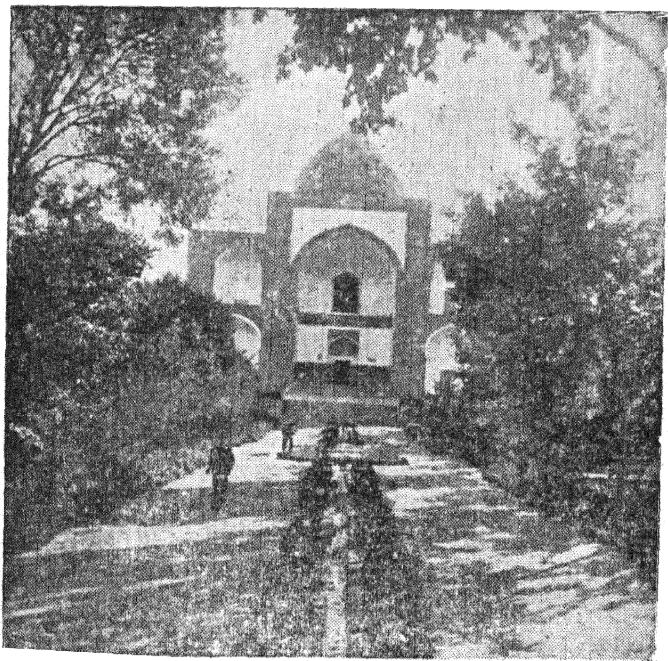
The garden of great trees is the finest that surrounds any mosque in Iran. The garden and building are both shabby.

Km. 1207 Neishabur—Elevation 1306 metres. Population about 22,855.

One of the most ancient towns in this part of Asia surrounded by a wall with four gates. Here are numerous caravansarais and a mosque called Jameh which are interesting to visitors.

Some say that Shapur I was the founder of the city and others believe the founder to be Shapur II of the Sassanids, but it seems that none of the two statements are correct as this city, in much earlier dates, was the seat of the Governor General of Khorassan

This town was repeatedly plundered by the Mongols who also massacred its inhabitants. Occasional earthquakes have also caused great damage to the



Tomb of Imam Mohammad Mahrugh

buildings.

During the reign of Alb Arssalan Saljugh, Neishabur (then called Shadakh) became an important centre, but about the end of Soltan Sanjar's rule it fell into the hands of the Ghos tribes, who burned its famous library.

In 1270 it was entirely destroyed by a terrific

earthquake. Mirza Shahrokh, son of Amir Teimour, restored it again.

Its turquoise quarries operated since twenty centuries are well reputed.

Three kilometres to the north east of the city is the tomb of Emam Mohammad Mahrugh, brother of Emam Reza (the 8th Emam), with its blue tile dome visible from a distance. Adjoining this tomb is that of Omar Khayam, the great Iranian poet, whose poems have been translated into many languages and by Fitzgerald into English. This tomb was rebuilt and completed in 1934.

Both are situated in the middle of a beautiful garden.

Farid-od-Din Attar is also buried in Neishabur.

Wheat, barley, opium, cotton and beans grow here in abundance.

Telegraph—Telephone—Post.

Km. 1326 Sabzevar—Elevation 1038 metres. Population about 27,000.

In the old Iranian tales the town is referred to as being the battle field of Rosstam and Sohrab [of Ferdowssi's *Shahnameh*].

Sabzevar was one of the important cities of the Beihagh State, which was destroyed by the Mongols and restored during the early part of the Safavi reign.

There are several copper mines in the vicinity

of the town which have been worked since the old days.

The only thing that is left of its past splendour is a minaret in the northern part of the town with an illegible inscription but it can be surmised that it was built about 1203—4.

About four miles on the west side is the minaret of Khosrow Guerd. It is one of the most beautiful minarets in Iran and in excellent preservation. It is believed to have been part of a mosque or school. It can easily be seen from the road, from which it is less than 100 yards distant, but the beauty of the brick work is worthy of closer examination. It sets a brick platform underneath which at each corner are vaults of considerable interest from architectural point of view.

There is an inscription which is quite illegible except for stray words, but the date of its completion can be distinguished which was about 1111—12 A. D.

Km. 1377 Mehr—Here is a superb caravanserai [probably Shah Abbas], which is one of the best in Iran. More important is the superb background of mountains which at this spot are of dramatic beauty, especially of colour. There are greys, greens, blue, purple, aubergine, cinnamon red and light red—a variety of combination of colours not to be equalled

so far as I know in Iran.

Km. 1409 Davarzan—Garage—Tea shops.

Km. 1531 Miamey — Population about 7,000. Partridges are abundant in this place and can be purchased at an extremely low price.

Telegraph—Post.

Aeroplane landing field.

Km. 1599 Shahrud — Elevation 1473 metres. Population about 14,000. Shahrud is an important commercial town. It is the seat of the Governor of this region including Basstam.

The night is usually spent here.

Telegraph—Post—Telephone.

Basstam with its superb minaret, one of the worlds magnificent, is about 10 kilometres off the road near Shahrud. Here is some of the finest stacco in Iran and a wonderful 14th century door. The buildings are 12th century to early 14th.

Basstam is supposed to have been built by a Sassani Prince of that name who had been Governor General of Khorassan, Ghumesh, Gorgan and Tabarestan and who successfully pretended to the throne and reigned for six years and then deposed.

Abu Yazid Basstami, one of the famous Sufi leaders, is buried here.

It was a very flourishing town up to the last

century, but gradually its merchants established themselves in Shahrud. which was more favourable for their purposes.

Now only a part of its former buildings stand, the rest having been turned into orchards. Ol Jaitu added many fine buildings to it. The large veranda at the entrance of the mosque was built in about 1313 A. D. by an architect, native of Dameghan, whose name (Mohammad ebn-Hosseini) is written in the Jameh Mosque and in another mosque which is quite close to the Saljughi building.

Km. 1622 Deh Molla—Village—Tea shops.

Km. 1670 Dameghan—Elevation 1300 metres. Population about 10,000. Many are of the opinion that the site of the principal capital of Parthians, the town of Hecatompylos, lies to the south of Dameghan. Two years of excavation carried on by an American, E. Schmidt, (1931-33) only yielded a prehistoric cave and close to it remains of a Sassanian building, but no sign of the above mentioned town, therefore the question still remains unsolved.

Dameghan, before the Afghan invasion, was one of the most important districts of Iran. Some of the buildings standing there to-day are mute witnesses of its past glory. It is famous for its production of delicious pistachios.

Places of Interest

Tari Khaneh

or God's House, constructed during the 2nd century of Hejry and is accounted to be one of the oldest Islamic buildings in this country.

With the exception of a mud brick minaret which collapsed and was replaced by a burned brick minaret during the reign of Saljughis it has not been touched and stands as originally constructed.

The building is a mixture of Arabic and Sassani style, which is an important point for the history of Iranian architecture. Specially as it proves that when the Abbasi Khaliphs (according to historians) ordered mosques to be built all over Iran only the general plans were given and the details left to the tastes of native architects. It also shows that before the issue of this order mosques existed in Iran which were built according to their own tastes looking like Sassani "Eivans" (terraces) to which gradu-

ally additions were made that when completed resembled a school with four "eivans". This is an ancient Iranian invention that were copied by Saljughis for their mosques.

Pil Alamdar

or The old Banner Holder, is a low round minaret, believed to have been constructed about 1026 A. D. by Bakhtiar-ebn Mohammad for his father Mohammad-ebn-Ebrahim. He is believed to have been governor of Ghumesh.

Masjedeh Jomeh

It is of comparatively later period. It has a minaret that is also the work of Bakhtiar-ebn-Mohammad, but it was not built with such a care as the others and is supposed to be 50 years later.

Emamzadeh Ja'afar

The 6th descendent of Ali, the first Imam, situated in the north west part of the town. It is of Saljugh period. In front of it there is a small building belonging to the Shahrokh period.

Chehel Dokhtaran

Tomb of Forty Girls, situated behind the above building on the side of the road. This is a round

tower constructed by orders of Amir Abu Shoja of Esfahan in 1054 A.D.

Telegraph—Telephone—Post.

Km. 1788 Semnan — Elevation 1333 metres with about 23,388 inhabitants.

This is a very old town and its name is repeatedly met with in the history books of Elam as their hosts passed it on their way to Khorassan.

Telegraph—Telephone—Post.

Places of Interest

Masjedeh Jom'eh

A superb building worthy of great attention. With the exception of its minaret which is very old the rest belongs to the time of Sol-tan Shahrokh.

This minaret has been constructed as per instructions of Bakhtiar-ebn-Mohammad, originally attached to a huge mosque in the Saljugh period extending from the northern side of the present mosque to the "Meidan" (square). This edifice is believed to have been destroyed by the Mongols in 1221 A. D. A few years later the present building was constructed in its place.

Km. 1839 Bashm—This pass is liable to blockage by snow in winter for several days at a time.

Km. 1868 Firuzkuh—Elevation 1860 metres with about 4,000 inhabitants.

Owing to the railroad construction Firuzkuh has become, during recent years, rather an important place.

Junction of the Firuzkuh—Shahi Road.

Telegraph—Telephone—Post.

Km. 1926 Jabon—A village with extensive views, located on the south slopes of the Alborz mountains.

Km. 1961 Roudehen—Village—Tea shops.

6 kilometres to the north east of Rudehen are excellent mineral springs where a sanatorium has been built.

Km. 1966 Bumehen—A large village property of His Imperial Majesty. Tea shops.

Km. 1983 Jajerud—Royal hunting preserve.

Km. 2009 Tehran—See Route 1.

ROUTE 7.

**Mirjaveh—Zahedan—Kerman—Yazd—
 Naein—Kashan—Qom—
 Tehran**

Km.	0	Mirjaveh	Km.	0	Tehran
»	84	Zahedan	»	147	Qom
»	440	Bam	»	252	Kashan
»	642	Kerman	»	327	Natanz
»	669	Baghin	»	398	Ardestan
»	713	Kabutar Khan	»	494	Naein
»	762	Rafsanjan	»	568	Aqda
»	862	Anar	»	590	Arjanan
»	1012	Yazd	»	672	Yazd
»	1094	Arjanan	»	822	Anar
»	1116	Aqda	»	922	Rafsanjan
»	1180	Naein	»	971	Kabutar Khan
»	1286	Ardestan	»	1015	Baghin
»	1357	Natanz	»	1042	Kerman
»	1432	Kashan	»	1214	Bam
»	1537	Qom	»	1600	Zahedan
»	1684	Tehran	»	1684	Mirjaveh

Total distance 1684 Kilometres.

This is an important route to and from India.

Km. 0 Mirjaveh—Iranian frontier—Customs offices.

Km. 84 Zahedan—See route 6 [Zahedan-Mashhad].

The road from Zahedan to Bam is passable though rough and difficult in parts owing to sand. From Bam to Kerman it is quite good. The trip from Zahedan to Kerman is usually made in 2 to 3 days by car.

Special information: The traveller making this trip should have powerful car, not under 20 H. P. equipped with over size tyres and provided with large extra water and petrol tanks. Petrol is usually obtainable at Bam.

It is also advisable to carry a board and strip of cocoa nut or other matting. These precautions are essential owing to the sand which, if it does not cause stoppage, necessitates either detours or a great deal of low gear work.

Km. 440 Bam—Elevation 1160 metres. Population about 10,000.

Bam used to be of great military and commercial importance in olden days. There is a river of the same name passing through the middle of the town. The citadel as well as the castle are of great interest.

A great deal of henna and wheat are grown here and taken to Bandar Abbas for export. Dates are also plentiful.

Km. 642 Kerman -- Elevation 1893 metres—Population about 59,525.

Kerman is the capital of the great province of Kerman and the seat of the Governor General.

Kerman was known to the ancient world as Carmania, and dates from the remote ages. The city lies tucked away under barren rocky hills that are of a reddish black colour, while no vegetation is to be seen. Firewood, while is scarce in such a region, has to be brought from many kilometres and is therefore costly. In winter people huddle over the small charcoal braziers to keep warm.

The headquarters of Kerman province during the latter period of the Sassanian reign used to be Shahr-jan afterwards called Sirjan. During the Arab invasion the town put up a great resistance and after their conquest many of its inhabitants fled to Sistan and the mountainous districts not desirous of being converted into the new religion. Even now a colony of them live in Kerman.

The Kalifs did not have a hold on Kerman for long since after the appearance of Saffarians this part came under the latter's rule and only the later dynasties dominated them.

During the reign of Saljughs it found compara-

tive liberty. The reign of Safavis brought them their calmest period when many roads and caravanserais were constructed. At the time of the Afghan invasion the town was looted considerably. However the worst blows were dealt to this city during the reign of Agha Mohammad Khan Qajar because it took sides with Lotfali Khan Zand in the conflict and in revenge Agha Mohammad Khan ordered his troops to put out the eyes of all the men residing in this town.

The town is surrounded by a wall having 6 gates. One of these is known as the Soltani Gate and is supposed to have been built by Shahrokh.

Two castles overlooking the town had formerly formed its centre. The largest known as the Arde-shir's castle has been built on a hill 150 metres high from the ground, its walls are made of large mud bricks placed on stone boulders which have been well preserved. In olden days it was surrounded by a moat which has been filled. The smaller is known as the Dokhtar's [virgin] castle.

Between the above two castles many important buildings used to stand but with the exception of an octagonal stone building called Gonbad Kabud [blue dome] nothing of interest remains. Its dome is 12 metres in diameter.

There are many mosques to be found in Ker-

man. The largest being called Masjedeh Malek built by Malek Touran Shah Saljugh. The others such as Mosques of Jameh and Mozaffar have been partially ruined by earthquake.

Kerman is famous all the world over for its carpet making, which is the principal industry of the town. Copper utensils are also an important industry.

In view of its isolation the improvements in the capital of Kerman are comparatively few.

Directory: Telegraph—Wireless—Post

Consulate: British.

Bank: Imperial—National.

Aeroplane landing field.

From Kerman to Yazd the journey is made in 15 hours by car.

Km. 669 Baghin—Junction of the Kerman—Bandar Abbas and Kerman—Yazd roads.

Km. 713 Kabutar Khan—Large village.

Km. 762 Rafsanjan—[or Bahram Abad] Elevation 1696 metres. Population about 12,000.

The climate is very dry. Its rainy season is spring and winter.

Opium, wheat, barley and specially pistatios are grown here.

Telegraph—Telephone—Post.

Bank: National.

Km. 862 Anar—Elevation 1516 metres. Popula-

tion about 4,000.

Telegraph—Telephone—Post.

From here the old caravan route goes through the villages of Mehdi Abad and Sarizad. Telephone stations in both places.

Km. 1012 Yazd—Elevation 1350 metres, Population about 50 000.

Yazd claims the title of "*Abode of Devotions*" from the high towers which rise above it having the appearance of minarets, though they are only windshafts built to conduct the air down into the buildings above which they stand, as the climate is rather hot in summer.

It is the centre and the stronghold of the Zoroastrians or Fire Worshipers, whose creed flourishes in India among the Parsees. The tower of Silence can be seen at a little distance from the town. Here their dead are exposed to be purified and incorporated into the Sun, the very active symbol of Fire and Heat, but in reality the bodies are eaten by the vultures that hover about these gruesome and silent buildings.

The inhabitants are very industrious and are well versed in agriculture, for this reason very few poor are to be found here.

There are many textile workshops producing beautiful articles in silk, where about 8000 hands

are employed. Such articles can be purchased at a very reasonable price in this town.

A good deal of opium and cotton are exported from here.

Junction of Yazd—Ferdows and Yazd—Sourmagh Roads.

Directory: Telegraph—Telephone—Post.

Banks: Imperial—National.

Places of Interest

- 1.— The great Jameh mosque, completed in 760.
- 2.— The tomb of Seyed Rokned Din Mohammad.
- 3.— The Mosque of Babak, 1000 years old.

About 140 kilometres to the south west of Yazd is the town of Abarqu (elevation 1683 mts.) on the road between Yazd and Shiraz via Abadeh. Here are the ruins of Tavuss "peacock" with minarets and interesting inscriptions.

From Yazd to Qom, the road is unsurfaced but offers no obstacles. In dry weather the journey from Yazd to Naein can be made in 5 to 6 hours by car.
Km. 1094 Arjanan—Elevation 1200 metres. Population about 2,500.

Km 1116 Aqda—Elevation 1296 metres.

Km. 1180 Naein - Elevation 1226 metres. Population about 5,000.

"Aba" (a sort of gown worn over the dress) weaving which has been the principal industry of this place, has gone out of fashion. Only those with means have started carpet weaving instead.

The scarcity of water is very acute. During the droughty seasons an earthen urn of water costs half and sometimes even one rial.

There are several mosques in this town that are of interest: Jameh mosque—Khajeh mosque—Sheikh Mohammad Rabi.

The oldest and the most important of the above is the Jameh Mosque, believed to have been built in the 9th century. The building is of brick and shaped octagonally. It is 26 metres high and has inscriptions in kufic.

The only valuable article in this mosque is its high carved pulpit of eight steps (Menbar). The name of the maker is carved beautifully on its left. It is more than 600 years old and a masterpiece of its kind.

There is also a very old tower 26 metres high. The mud bricks used in the construction are of interest owing to their unusually large size.

Duration of the trip between Naein and Kashan is about 7 to 8 hours.

(From Naein a good road has been constructed to Esfahan—a distance of 159 kilometres—duration

of the trip 4 to 5 hours).

Km. 1286 Ardestan—Elevation 1341 metres. Population about 4,000. Large village.

Telegraph—Post.

Km. 1357 Natanz—Elevation 1890 mts. Population about 3,000. Natanz is in the province of Kashan. There are few interesting mosques and ancient monuments in the town. It is the centre of a large agricultural district. Excellent pears grow here in abundance.

Junction of Natanz—Mourcheh Khar and Natanz-Qom Roads.

Telegraph—Telephone—Post.

Km. 1342 Kashan—Elevation 1,130 metres. Population 39,994. Kashan is the seat of the governor of the regions of Kashan and Natanz. The town is watered through a canal from a garden called Finn situated some 6 kilometres to the south east of it.

The fruits are excellent. It is a town reputed for its numerous and dangerous scorpions.

High quality rugs, velvet and rose water are produced here. The tile work "Kashi" has been originated in this town.

Kashan is a very old town although certain historians claim that Zobeideh, wife of Haroun-el-Ra-

shid, was its founder; but according to investigations made, it existed from the epoch of the Sassanians. Afghans destroyed this town which was rebuilt by a certain Haji Hossein Khan who also repaired the old Safavi palaces. Most of the streets are cobbled. the bazaars are wide and have several caravansarais, amongst which the "No" Caravansarai is the most interesting. There is also a minaret in this town which was built in the 13th century being 47 metres high.

Another interesting monument is the Jameh Mosque with a beautiful Kashi minaret.

Telegraph—Telephone—Post.

Km. 1537 Qom—See Route 9.

Km. 1684 Tehran—See Route 1.

ROUTE 8

Bandar Abbas—Kerman—Yazd—
Kashan—Qom—
Tehran

Km.	o	Bandar Abbas	Km.	o	Tehran
»	64	Sarzeh	»	174	Qom
»	142	Tangueh Zagh	»	252	Kashan
»	159	Saadat Abad	»	494	Naein
»	204	Haji Abad	»	672	Yazd
»	251	Ali Abad	»	1042	Kerman
»	352	Ebrahim Abad	»	1058	Moshiz
»	372	Sirjan	»	1171	Sirjan
»	485	Moshiz	»	1191	Ebrahim Abad
»	501	Kerman	»	1292	Ali Abad
»	871	Yazd	»	1339	Haji Abad
»	1049	Naein	»	1384	Saadat Abad
»	1291	Kashan	»	1401	Tangueh Zagh
»	1396	Qom	»	1479	Sarzeh
»	1543	Tehran	»	1543	Bandar Abbas

Total distance 1543 Kilometres.

Km. O Bandar Abbas--Is one of the important ports of the Persian Gulf. Seagoing steamers frequent this port. Bandar Abbas has a population of about 10,000. From here a motor road has been constructed going through the town of Sirjan (Said Abad). Improvements are being made every year to ameliorate its condition. When this road is completed Bandar Ab-

bas will regain its former importance.

The journey from here to Kerman in dry weather can be made in 2 to 3 days by car.

Directory:

Customs.

Telegraph—Telephone—Post.

Bank: National.

Aeroplane landing field.

Km. 64 Sarzeh—Tea shop.

Km. 142 Tanguéh Zagh—Village—Tea shop.

Km. 159 Sa'adat Abad—Village—Tea shop.

Km. 204 Haji Abad—Village—Tea shops.

Km. 251 Ali Abad—Village,

Km. 352 Ebrahim Abad—Village.

Km. 372 Sirjan [Said Abad]—Elevation 1830 metres. Population about 8,000.

The night is generally spent here.

Telegraph—Telephone—Post.

Km. 485 Moshiz—Elevation 2236 metres. Village.

Km. 528 Baghin—Elevation 1913 metres.

Junction of the Kerman—Yazd—Bandar Abbas roads.

From here the traveller can proceed directly to Yazd without visiting the city of Kerman.

Km. 501 Kerman— See Route 7

Km. 871 Yazd—See Route 7.

Here a Road branches off to Shiraz and another to Ferdows.

Km. 1049 Naëin—See Route 7.

Km. 1291 Kashan—See Route 7.

Km. 1396 Qom—See Route 9.

Km. 1543 Tehran—See Route 1.

ROUTE 9

**Bushehr—Shiraz—Esfahan—
Qom—Tehran.**

Km.	o	Bushehr	Km.	o	Tehran
»	66	Boraz Jan	»	7	Shah Abdol Azim
»	87	Daleki	»	20	Kahrizak
»	167	Kazerun	»	32	Hassan Abad
»	285	Shiraz	»	86	Aliabad
»	347	Persepolis	»	147	Qom
»	375	Sivand	»	231	Delijan
»	405	Sa'adat Abad	»	306	Meimeh
»	422	Kurshol	»	352	Murcheh Khar
»	482	Dehbid	»	403	Esfahan
»	566	Haji Abad	»	487	Shahreza
»	574	Abadeh	»	540	Izad Khast
»	641	Izad Khast	»	607	Abadeh
»	694	Shahreza	»	615	Haji Abad
»	778	Esfahan	»	699	Dehbid
»	829	Murcheh Khar	»	759	Kurshol
»	875	Meimeh	»	776	Sa'adat Abad
»	921	Delijan	»	806	Sivand
»	1034	Qom	»	834	Persepolis
»	1095	Aliabad	»	896	Shiraz
»	1149	Hassan Abad	»	1014	Kazerun
»	1161	Kahrizak	»	1034	Daleki
»	1174	Shah Abdol Azim	»	1115	Boraz Jan
»	1181	Tehran	»	1181	Bushehr

Total Distance 1181 kilometres.

Km. 0 Bushehr — Bushehr [elevation 1 metre]
with about 40,000 population.

Bushehr is one of the chief ports of the Persian Gulf. Customs and passport examinations take place here. There is also a quarantine station at this port.

Steamers discharge in the open roadstead about 5 kilometres from the shore.

This port is the seat of the Governor of the Southern Ports on the Gulf, comprising Hormoz, Minab, Lengueh, etc.

Drinking water is not found within two kilometres in the vicinity of the town, and date is the only tree grown here.

The main imports are pipe water tobacco, cotton, wool, wine, opium, almond, rose water and rug.

The inhabitants of Bushehr speak some English and to a certain extent Arabic and Indian. The ordinary language being Farssi (Iranian).

The climate is extremely disagreeable in summer on account of its heat and humidity.

About 15 kilometres distant to the south of the town is a place called Bahmani where the rich inhabitants go during the summer season.

The trip from Bushehr to Tehran is usually made in four days by car.

Directory:

Telegraph—Telephone—Post.

Consulates: British and French.

Banks: Imperial—National.

Aeroplane Landing Field,

The road from Bushehr to Kazerun offers no serious obstacles, but north of Kazerun there are two passes the Pir Zan and the Dokhtar, both very steep with sharp curves. This section of the road is sometimes flooded during the rainy season.

The duration of the journey between Bushehr and Shiraz is about 7 to 9 hours by car.

Km. 66 Borazjan—Elevation 82 mts. Population about 18,000.

Telegraph—Telephone—Post.

Km. 87 Daleki—Elevation 133 metres

From here begins the Qashghaei country [Qashghaeis are one of the most important tribes in the south, whose chief Mirza Esmail Khan Sowlat Dowleh—died in 1932. The Qashghaei tribe numbers about 200,000].

Telegraph.

Km. 156 Deriss.

12 kilometres to the North of Fahlian is a beautiful valley called Sha'ab Bouan, which in the old days was considered one of the four paradises.

Several narrow streams flow into this valley. Near Nourabad there is a fountain named after Bah-

ram and in the neighbourhood of this fountain is a sculpture representing Bahram II of the Sassanians sitting on a throne, his son Bahram III and courtiers standing in front of him.

192 kilometres to the north of Kazerun is the large village and important district of Mamassani. [The centre of Qashghaeis] at Taleh Sepid [a rocky hill situated in the steppe] is a bas relief representing a king and queen standing before a Goddess pouring the water of life from a bowl in her hand. This carving was made during the epoch of the Sumerians, about 3000 B. C. and is the oldest Iranian relief.

At Mamassani—there are two tombs dug in a rock wall said to belong to a girl and her nurse. It has no inscription to show the date, but the style of the columns trace it back to the epoch before the Achaemenians.

The Ejdeha tower, "Cobra tower", is a four sided tower worth while seeing. It was built by the Sassanian kings.

Km. 167 Kazerun—Elevation 890 metres with a population of about 20,000. The summer is very warm but the weather is quite mild in other seasons of the year.

18 kilometres to the north of Kazerun are the ruins of the old city of Shapour which used to be an

important town in the ancient time, but now it has been replaced by several villages through which flows the Shapour river.

The grandeur of this old town can still be observed by the remaining ruins and sculptures. In the north east of this valley there is a gorge called Tchogan, where there are several sculptures of Shapour, Bahman I and Bahman II. The most interesting of all is that of Valerian, the Roman Emperor, kneeling in front of Shapour mounted on his horse.

On the top of the mountain there is a castle called Ghal'eyeh Shapour.

Leaving the gorge of Tchogan some three kilometres further is a village called Nodan, where on the top of the mountain is a large cave with its entrance facing the south—a width of 15 and a height of about 10 metres—the space inside this cave is vast, here there is a prostrate statue of Shapour to the height of 7 metres lying at the entrance of the cave. Beyond that there are two water basins dug in the rock and further up is the statue of a tiger. This cave has several zig-zag corridors where the light does not penetrate and it finally reaches a stream of cold water, and then to a narrow gallery, which is quite difficult to reach and there is the way out.

This cave was built for military purposes, where soldiers were stationed during the reign of Shapour.

The town of Shapour was also demolished by orders of Alexander, rebuilt by the Sassanians and again destroyed by the Arabs.

Telegraph—Telephone—Post.

Km. 172—From here there is a trail leading to a place called *Sar Meshed* [distance 18 kilometres] where there is a rock carving made by Bahram II.

Km. 285 Shiraz—Elevation 1585 metres. Population 119,850.

"Sweet is Shiraz and its incomparable site!"

"O God ! Preserve it from decline !"

Shiraz is the capital of the province of Fars. Fars or Pars is the name of the Aryan branches who migrated to this place in 1100 B. C. and called this province after their name.

The province of Fars is very fertile. Darius the Great in one of the inscriptions at Estakhr writes:

"The Pars territory possessing enormous wealth, beautiful horses and courageous men given to me by Ahuramazda, does not fear any enemy."

During the reign of the Sassanian Kings the province of Fars was divided into five regions, namely:

- 1] Estakhr (Persepolis).
- 2] Ardeshir Khor (now Firouzabad).
- 3] Darab Guerd—also Darab.
- 4] Ghobad Khor (now Arjan).
- 5] Shapour (now in ruins).

Shiraz— a city of gardens-everywhere leafy trees and the tall and dark cypresses meet the eyes from behind the walls, it is famed for its gardens. The tiled and tall minarets are more noticeable in this city than anywhere else, and look like coloured fingers pointing upwards. It is a fascinating place and one can well linger here for several days. The tombs of the poet Hafez and Saadi, the great bazaars as well as some of the ancient royal palaces and pavilions are the principal sights to see. They are all interesting and delightful in their own way.

Shiraz has figured largely in the history of Iran. Of its origin it is impossible to say anything definite, but probably it existed in Achaemenian and Sassanian times. Up to the 12th century A. D. it was first held by one Prince or another, or some upstart who seized the province and made the town his capital for a short while. Then in the middle of the 12th century, it was taken by a chief of a Torkaman Tribe, whose son acknowledged the leadership of Changiz Khan, when that conqueror overrun Iran. It was at this period that Saadi, the poet, lived and from what he relates in his poems Shiraz must have been a great and wonderful city.

Teymour was next to subdue the town, a contemporary of Hafez, another famous poet, and the meeting between the two is an often told tale by

Shirazis. Once more the city was subjugated to a conqueror.

It was a pleasure loving city and as long as it could, with true Oriental fatalism, gratify its tastes and amusements it did not care who the ruler might be.

Shah Mansour, however, thinking that Teymour was too much occupied with world-wide schemes of conquest, called on the Shirazis to throw off their allegians. The great Tartar's vengeance, however, was swift and relentless, the city was humbled to the dust and the Shah slain in the first battle.

In the 15th century the city, once more, rose to great prosperity under a line of Torkaman rulers, but sank again later under the Safavi dynasty to being merely the provincial capital or Fars, though many of its governors lived in great state and endeavoured to revive its ancient glory.

A terrible flood in 1688 nearly swept the city away, while the Afghans plundered and sacked it in 1722.

It was under Karim Khan Zand, its greatest ruler, that Shiraz became the most noted and beautiful town in Iran. His memory is still green to-day. From 1751 to 1779 he governed the city, nominally as Viceroy but in reality as sovereign of the Northern Iran. He rebuilt the stone walls raising them to 9 metres and

erected the Ark or Citadel, in which his palace situated. Its great tower ornamented with an intricate pattern of brickwork, and in the talar of the palace the Khan placed the Takhte Marmar [the Marble Throne] which is now to be seen in Tehran.

Under his wise rule the town enjoyed a prosperity it had seldom known before. He had a magnificent bazaar built, mosques, madressehs etc. were established.

The silversmiths in the bazaars are worth visiting, their work being quite different to the usual productions. It is chiefly made in repousse designs, many are copied from the carvings at Persepolis, hammered out and very well reproduced. Here is also an inlay work that this town is noted for, very fine pieces of mother of pearl, ivory, ebony and many different woods being used, especially a green one that gives a delightful sheen to the objects made.

Strolling round the town one comes to the Ark or Citadel, in which the Government Offices are situated.

The graves of Saadi and Hafez are two shrines which one must visit while in this town, their beloved city, so much extolled by both of them. Their memory has never faded from the minds of the inhabitants, or even from those of any Iranian. The tomb of Saadi, the remarkable man, lies about three

kilometres out of the city in a charming spot. Both tombs are being rebuilt by the Society for the preservation of the National Monuments.

Saadi was born in Shiraz in 1184 A. D. and died in 1291. Besides being one of the world's poets he was, perhaps, the most famous traveller of his day. He visited Mecca 14 times, and went as far afield as Abyssinia, Egypt, Palestine, Asia Minor, Armenia and India. For thirty years-1226 to 1256-he wandered, and there was apparently no phase of life he did not come in contact with. He donned the garb of Darvish for some years.

He returned to Shiraz an old man and it was then that he commenced his writing. His "Boustan" the Garden of Perfumes—and "Golestan"—the Rose Garden, are the best known works to the Europeans but he has written a great many more. His poems are marked with the joy of life, with universal human interest and broad toleration, remarkable in any one of that intolerant age in which he lived. There is an infinite variety in his writings and they range over most subjects, and on all the poet has something helpful wise or generous to say, brilliant word pictures written in epigrammatic phraseology.

Hafezieh: The tomb of Hafez is situated much nearer the city. This poet lies not alone but surrounded by many graves.

Hafez was born in the early part of the 14th century and died in 1388 A. D. He was no adventurer like his fellow poet, except in the rose gardens with a glass of wine, and among the moon faced beauties of Shiraz, of whom he writes of in extravagant praise.

Teymour invited him to his court in Samargand and the King of Bengal tried to persuade him to visit India, but both tempting offers he refused. Hafez gives little thought for the morrow, his songs are all of wine and women, the pleasures of a carefree life, and so he asks what more can mortal man require? Love, joy and merriment are the essence of his verse.

There are some beautiful gardens in Shiraz. Many were in former days, royal properties that now are ruined.

To the north of the city lies what is known as the Bagheh Takht, Garden of the Throne, built by the first of the Qajar dynasty, and once a magnificent royal residence. It is now in ruin.

Another neglected garden whose high walls were once decorated with blue tiling is the Bagheh Jahan Nama, the Garden that displays the World. It was laid out by Karim Khan Zand, while the charming but now rather ruinous pavilion was built by Fathali Shah and was assigned as a residence for distin-

guished travellers.

The Bagheh No, the New Garden, is rented.

The Bagheh Sheikh is the British Consulate.

There are several other beautiful gardens, but they are in private possession.

The mosques of Shiraz and their lovely domes and minarets are admirable. Most of them date from the 18th century and there are only two that were built before the golden era of Shiraz. The oldest of all is the Masjedeh Jameh, dating back, it is asserted to 875 A. D. Its chief interest lies in the fact that it has a small stone building inside, an exact replica of the Ka'aba at Mecca. This bears the date that is equivalent to 1460 A. D. and is known as the Khateneh Khoda, the House of God.

The Masjedeh No, or New Mosque has retained its original name, though it has long grown old. It has been built in 1226 A. D.

Not far off rises the largest dome in Shiraz, that of the Masjedeh Shahe Cheragh. Its brilliant blue and yellow mosaics well set off by the dark cypresses that close round it and is said to contain the tomb of one of the sons of Emam Reza.

On the northern and barren slopes above Shiraz are a few sites connected chiefly with legends. Chah Ali Bandar is a remarkable well which descends sheer into the rock, the bottom of which has never been

touched. How it was hewn down into the rock is the most remarkable thing about it.

Another well is the Chaheh Mortaz Ali which is looked on as sacred and is supposed to have great healing properties. On this spot according to tradition there was a fire altar of the Zoroastrians and sacredness of the well is due to the fact that its waters sprang up and quenched the fires.

The wine of Shiraz from which it is said that the word "sherry" has been derived is famous throughout the country.

From Shiraz there is a direct road to Kerman and another to Tale Khosrovi.

Directory:

Telegraph—Wireless—Telephone—Post.

Banks: Imperial—National—Pahlavi.

Consulates: British—Soviet.

Foreign Missions: British School & Hospital.

Aeroplane landing field.

Coming from Esfahan a view of the city is obtained from an opening in the hill known as the «*Tang Allaho Akbar*» [the pass of Allah the Most Great], so called because the traveller is supposed to be so struck with the beauty of the city that he is compelled to utter this phrase expressive of astonishment and admiration.

**Places of Interest in the
Province of Fars**

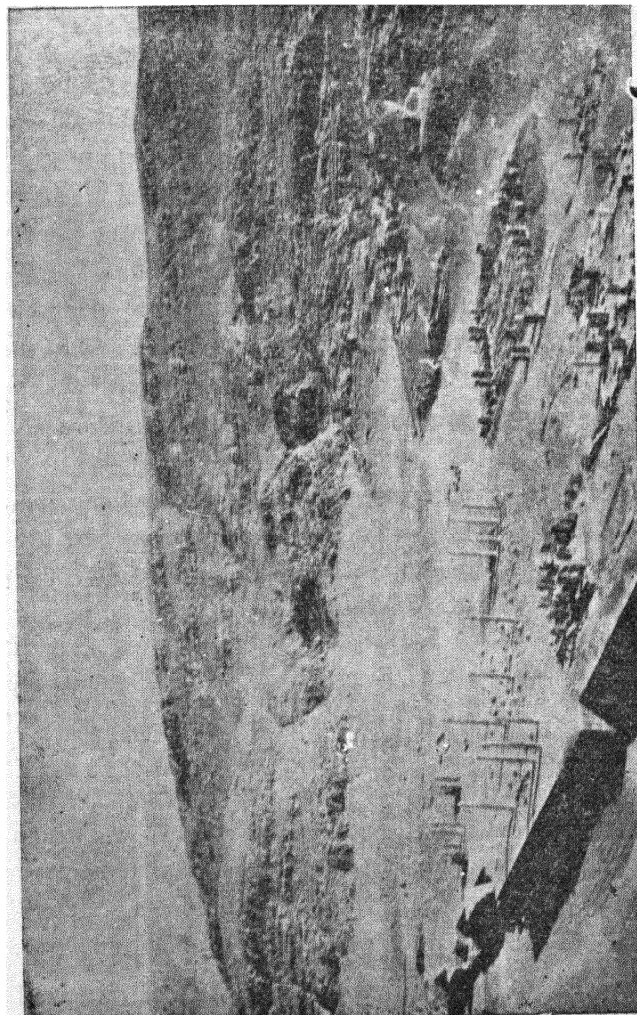
Firuz Abad — 108 kilometres to the south of Shiraz. 60 kilometres being motor road, the rest has to be made by horse. Here is the building and the Palace of Firuz Abad, which is known as a fire temple of the time of Ardeshir. The sculpture, the bridge and the Palace of Dokhtar located at the mouth of Firuz Band canyon are also of the same epoch.

The inscription on the bridge indicates that it was constructed by Aprassam, who was the Grand Vizir of Ardeshir.

Farash Band — Elevation. 913 mts. situated 48 Kms. to the south west of Firuz Band, where there are ruins of three fire temples built by Mehr Nerssi, one of BAHRAM GUR'S Ministers.

Darab (via Neiriz) 256 kilometres to the south east of Shiraz, are the ruins of a city which existed during the reign of the Achaemenians. There is an inscription here of Shahpur I, describing his conquest of Valerian the Roman Emperor.

The road between Shiraz and Esfahan is well maintained. The duration of the trip is 1 1/2 days.



Bird's eye view of Persepolis

Km. 337 Persepolis—or Takhteh Jamshid or Chehel Sotoun - The capital of the Achaemenian Empire in the 3rd century B. C. The site is marked by a large terrace with its east side leaning on Kuh Rahmat (Mount of Grace), the other three sides are formed by a retaining wall. On the west side a magnificent double stairway leads to the top.

The building of the great palace of Persepolis was first started about 518-515 B.C. by Darius I [Hystaspes B.C. 521-485], the powerful monarch who conquered Babylon as recounted by Daniel, the prophet. His son Xerxes [B.C. 485-465] added to the palace, as did his grandson Artaxerxes I [B.C. 465-424].

Here the Achaemenian Kings revelled and held great court, always returning to this palace after their triumphant conquests and marches, through their subject kingdoms, as they governed a vast empire. Darius ruling from India to Egypt, while Xerxes crossed the Bosphorus and landed on the shores of Europe. But the glory and the power of their dynasty waned as the generations continued, the last of the name being Darius, who was defeated by Alexander the Great. Alexander captured Persepolis and in a fit of rage, during a drunken orgy, ordered the beautiful palace to be burnt to ground, hence its ruined condition seen to-day.

The first view of Persepolis is a huge platform that rises 8 mts. above the plain, with high levelled terraces, on which stand many ruined building walls, doorways and lofty pillars. This platform is part of the rocky hills that rise behind it, but must have been artificially levelled. The main road leads on to the large double staircases, each formed by two flights of steps and a dividing landing. Here are over 100 steps, but delightfully easy to walk up, being both shallow and wide. One staircase has been hewn out of rock, while the other is constructed of enormous blocks, and is exactly similar.

There are three levels on this great platform, the first to be reached is at the top of the stairs, where the Porch of Xerxes stands, while beside it is a large cistern. Behind it, a little to the right but on the same level, is the ruined Hall of a Hundred Columns. On the second platform, approached from the first by a short flight of steps, is the Great Audience Hall of Xerxes, while beyond, on the third level, but still in alignment, is the Palace of Darius as well as that of Artaxerxes. Behind both, nearer to the hills, stands the Palace of Xerxes.

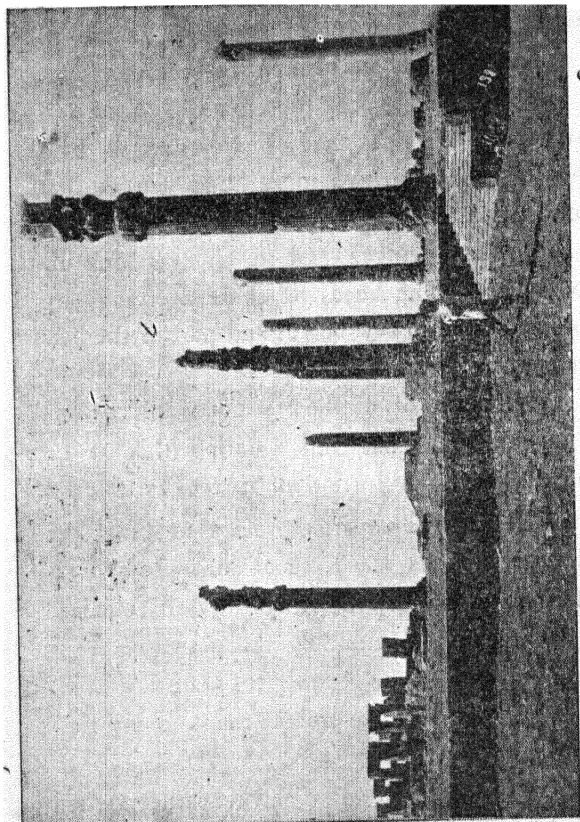
That is the general plan of the ruins, but it is easier to examine them, starting at the Porch of Xerxes. This is a fine and unique ruin; its first portal

consists of two immense blocks of masonry 3 metres apart and on which in deep relief are carved what were two colossal bulls, which face out over the plain, while the walls of masonry rise to some 10 metres above them. Their heads have been destroyed though the rest is in good preservation. Two columns stand behind, once part of the court or hall, while beyond again are two more huge portals that correspond with the others, but here the bulls are human-headed and winged, and the figures look inward to the hills. The heads on these carvings are remarkable and the heavy beards and part of the hair and ornaments still survive.

On the inner walls of the first portal inscriptions are cut in cuniform characters, stating this to be the work of Xerxes. A portion of it reads as follows:

"I am Xerxes the Great, the King of Kings, the King of many nations, the King of this great Universe, the son of Darius, the King, the Achaemenian. Xerxes the Great King saith "By the grace of Ahuramazda, I have built the Portal, the Gateway of all Nations. May Ahuramazda protect me and my Empire."

A proud inscription and somewhat pathetic when so little of it remains, and also very defaced by many names of modern travellers, some illustrations that have been scribbled or cut into the stone below this



Ruins of Persepolis.

inscription. The reference to Ahuramazda is to the spirit of light and power, whose symbols were fire and the winged disk of the sun.

The Audience Hall of Xerxes next calls the attention. The platform stands about 3 metres higher than that on which the Porch is built and the wall of this platform is covered with bas-reliefs, long processions of subject nations, the costumes and facial characteristics faithfully depicted, coming to pay homage or tribute. With them are warriors, courtiers, and musicians, also escort of horsemen and chariots showing the triumphs of the King. Mounting the steps one arrives at the Great Hall of Audience, on which rise nine enormous columns, some fluted and some with treble capital, all that are left of the 72 that once supported the roof of this most splendid building. No trace of the ceiling is left, and as it may possibly have been cedar wood, it would have perished long ago. No walls are to be seen either, nor any vestige of them, and it is thought that this great chamber was probably open on all sides, being hung with tapestries or gorgeous hangings, or partially enclosed with screen of cedar. As one passes by the columns, one can still see the bases of those that have disappeared, showing that there were six rows or three aisles, while the capitals, of the existing ones with their curious bull's heads, are well worth looking at.



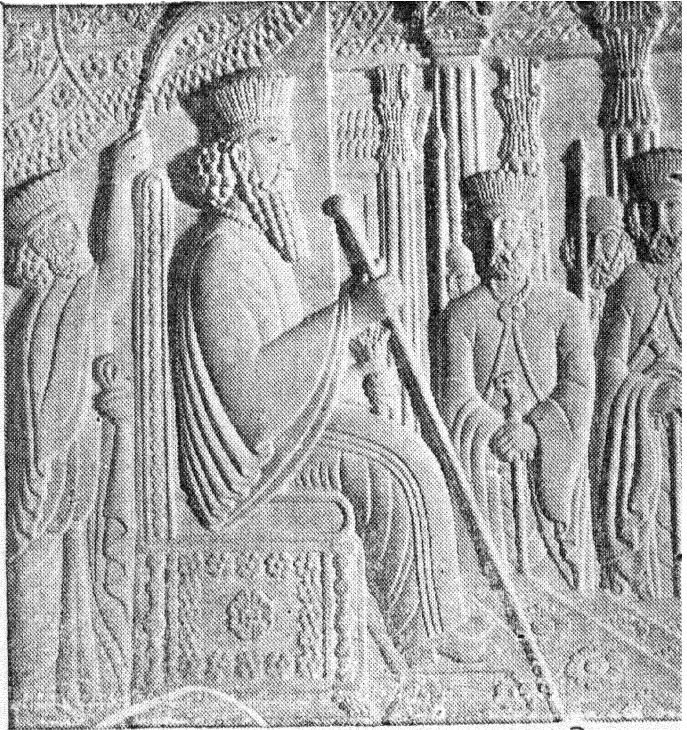
Persepolis.

One of the entrance gates of an Achaemenian Palace.

Mounting another 3 metres one arrives at the highest platform, and in what was probably the first of the buildings here, the Palace of Darius. In spite of this, it is the best preserved of all the structures even those of the succeeding monarchs. The central hall is 18 metres square, and six of its enormous doorways and several windows were constructed with the square arch, that slightly narrows at the top, with overhanging architrave. On some of the doorways, Darius is depicted passing through in state, as he must have often done, with attendants carrying the royal umbrella and fly whisk. On others, the King is shown as fighting a monster, into whose stomach he has very successfully implanted a weapon. Around the windows and niches are inscriptions, all of which announce the simple statement, "I am a stone built in the house of Darius, the King". Another inscription over a door states that the building was not finished by Darius, but completed by his son Xerxes.

Beyond and in the far corner of the platform, which here rises to nearly 18 metres above the plain, was a ruin formerly known as the Palace of Artaxerxes, while immediately behind is the Palace of Xerxes. .

The Chicago Expedition has been working in this section. This palace stated to belong to Xerxes,



One of the carvings at Persepolis.

has been definitely found to be the Haram of Darius, which was then rebuilt by Xerxes as his haram, the home of his favourite wives.

This building has been reconstructed.

Although these palaces appear to be on terraces, the excavations have actually uncovered a vast court with a magnificent staircase, which leads to the great hall of Xerxes and a narrower one on a higher level to the terraces of the Haram of Darius and Xerxes. Both stairways are profusely decorated with sculptures beautifully preserved, the smaller one showing hundreds of Iranian and Susian officials and soldiers in various postures, while the great staircase represents the festival of the new year. To the right the King's chariot is to be seen with many figures as well as his guards, while on the left wing there is a long procession of twenty three different nations of the Empire offering gifts or annual tribute. Almost all these nations can be identified. This huge picture, which is arranged in three bands, is like an ethnographic museum full of the most interesting details. These sculptures were carved during the reign of Xerxes, although the building to which the staircase leads had been completed during Darius' lifetime.

Turning to the left and passing an uneven mound that evidently covers more relics of the past, there

is a smaller structure, known as the Portico of Darius. Though very much ruined, it still has some wonderful and elaborate sculptures. On the inside of the doors or windows there are ornate carvings depicting Darius seated on a triple throne, supported by three rows of nine figures, who uphold it with lifted arms.

Above the King's head is the symbol of the God Ahuramazda the good spirit of light, represented here by the winged sun.

Farther back is the most palatial and the largest ruined building in Persepolis, and which is said to be the second largest edifice of the ancient world. It is the Hall of the Hundred Columns, and it covers an area of 80 square metres. It was begun by Xerxes and finally completed under Artaxerxes I. Its hundred columns were placed in ten rows, and it had four great doorways that faced the points of the compass. Now it is only a mass of ruins and not one of the columns have survived in their original position, but lie broken, the huge fluted fragments alone testifying to their once enormous dimensions. The sculptures which can still be seen on the doorways are always the same scene, depicting Darius seated on the triple throne, walking in state under the royal umbrella, or slaying the winged monster.

Behind this platform where all these palaces stood rise the rocky and steep hills. Some little way

up on a rough patch there is one of the rock tombs that had been destined for an Achaemenian King. The one that lies directly in a line with the Hall of a Hundred Columns is said to have been prepared by Darius III, but it was never occupied as Persepolis was captured in his reign, the country overrun by Alexander's victorious troops, and after his tragic death he was secretly buried elsewhere. The doorway opens straight into a chamber, which is said to have been blocked up by masonry, but which has partially given way, so that one can now enter. This chamber has been hewn out of the hillside, and in it stand two enormous sarcophagi one behind the other, while their granite lids lie broken near them. In front of the tomb, and above the doorway, are two elaborately carved panels with the figures of courtiers, their hands uplifted, while the King stands before an altar on which is placed the Sacred Fire and above it hovers the spirit of the god Ahuramazda.

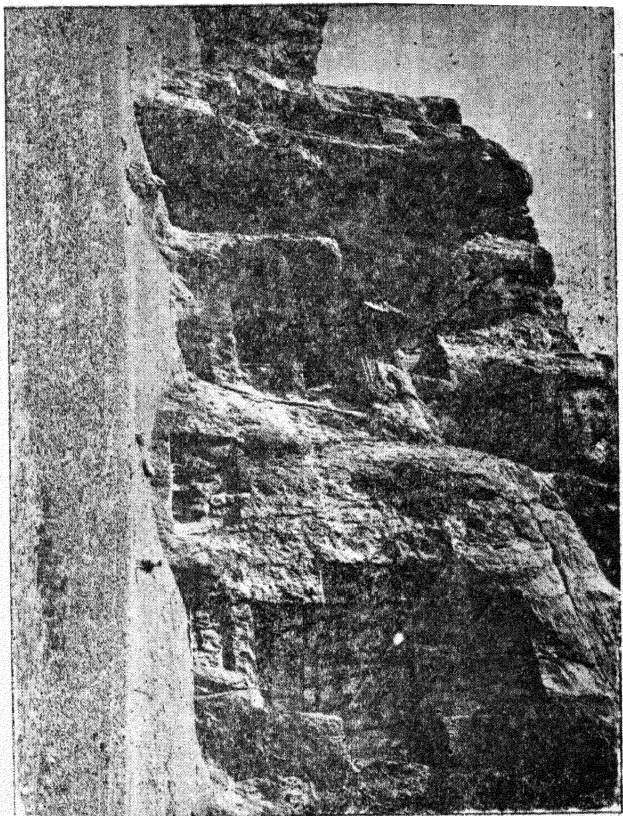
There is a second tomb exactly similar to the first, some three hundred metres along the face of the rock, and accessible by another path. This is supposed to have been the tomb of Artaxerxes III [B.C. 361-338], who is also said to have contributed to the building of Persepolis.

Riding is the most convenient mode of trans-

port for the purpose of seeing the other rock carvings and tombs of the kings.

Naghsh-eh Rajab-About three kilometres from Persepolis, hidden in a bay of rocks. Here there are no tombs, only carvings, dating from Sassanian days, that dynasty occupying the Iranian throne from A. D. 226-632.

Here three bas-reliefs are to be found. The first one representing Ardeshir (A. D. 226-241), the founder of the dynasty, receiving a crown from the god Ahuramazda. Both figures are on horseback, but have somewhat been defaced. The second panel is much the same, but the figures are on foot, and probably depict the great Shahpur I, son of Ardeshir, (A. D. 241-273). With him are two children, possibly his sons and two attendants. In the third tablet, Shahpur I is seen riding followed by his courtiers and soldiers. This is a very defined and well cut panel. These Sassanian reliefs indicate that this powerful dynasty evidently settled near Persepolis, or possibly in the vicinity. This was no doubt Estakhr, the capital near which the great palace had been built some six centuries previously. There is practically nothing left of this once large city, except a platform, 13 metres square, known as the Takhteh Tavus or the Throne of the Peacock.



Naghsheh Rostam

Naghsheh Rosstam-Situated some 5 kilometres across the valley [it is advisable to hire a guide, as the track is confused and rough, and a stream has to be crossed].

Here rises a perpendicular wall of rock in which four tombs are cut at a considerable height, that towers 50 metres above the plain. The entrances look black against the white limestone and on either side the portals are flanked by two large columns, while above each is a huge tablet carved in bas-relief; in every one the subject is the glorification of an Achaemenian King and the god Ahuramazda. At the foot of the tablet are two rows of prisoners supporting the dais on which the king stands, worshipping before the Sacred Fire. Opposite is the figure of the god, with the head and shoulders of a man, but the body is veiled in the flames.

The tomb of Darius the Great is the only one that can be authentically identified, and is the last one on the right that faces across the plain [the fourth one is hidden by an angle of the rock]. It is also the only one that bears an inscription. Although so much thought and care was taken to make these tombs inaccessible, they have all been rifled and nothing remains. The other three were probably carved for successive monarchs-Xerxes, Artaxerxes I and Darius III-but that is a mere supposition.

Below these tombs the Sassanian monarchs also set their seal by carving seven bas-reliefs on the cliff face and almost level with the ground. The second, third and fifth scenes depict king on horseback, triumphing over his foe who is also mounted but has a broken spear. It is from these equestrian figures that the carvings have been given the name of Naghsheh Rosstam, after the popular peasant hero, upon his famous charger. The other scenes are as follows:

The first to the right is probably a representation of either Varahan II or V. The former is the only king whose effigy is depicted on coins with his queen and son, and in this carving both these figures can be seen though somewhat mutilated. Tradition states, however, that it is Varahan V, the famous Bahram Gur, whose marriage with an Indian princess has been the subject of much romance in Iranian legends.

The second and third panels are the equestrian ones already described, while the fourth is the best preserved, and shows the triumph of Shahpur I over the Roman Emperor Valerian, who kneels suppliantly at the great king's feet.

The fifth has been explained, and the sixth is a picture of Varahan II with the winged crown,

while the seventh depicts the mounted figures of Ardeshir and the god Ahuramazda, who hands the king a ring, the symbol of a newly won sovereignty. The inscriptions are engraved on both their shoulders, while beneath them lies the prostrate figure, supposed to represent Artabanus, the last of the Parthian Kings, and reminds one of the same subject, though differently depicted, of the rock carvings of Tagh Bostan at Kermanshah.

Opposite this bas-relief and standing some 20 metres, is a solitary stone building. It is quite small—about 12 metres high and 11 metres square, and a broken flight of steps leads to its simple single chamber. It is called Kaabeyeh Zardosht (The temple of Zoroaster).

Not far away round the westernmost spur, and cut out of the face of the rock, are two fire altars, open to the sky and four metres above the level of the plain. They stand on a small platform and are over one metre high, nearly square, with a little parapet round the top of each, while a depression has been carved out to contain the sacred fires. Naghsheh Rosstam is a fit setting for these two altars, connected with the dynasties who believed in the tenets of the founder, Zoroaster, and who worshipped the sun, but it is a strange thing that nowhere among the wonders of Persepolis has any

place of worship been found, put up to the glory of the god of light, Ahuramazda.

There is another ruin, somewhat similar to the Kaabeyeh Zardosht, in the village of Haji Abad, on the Pulvar river (a good hour's walk north of Takhteh Jamshid). In a cave is an inscription in two languages, i. e. Pahlavi of the Achaemenians and Pahlavi of the Sassanians. The inscription describes Shahpur as the champion for long distance arrow shooting. This place was intact until 900 years ago and was used as the mosque of the then existing city of Estakhr.

At the time of the Arabian conquest Estakhr offered a desperate resistance, but the city was still a place of considerable importance in the 1st century of Eslam. During the following centuries it gradually declined until as a city it ceased to exist.

Km. 375 Sivand - Village - Tea shop.

Km. 405 Saadat Abad—Village—Tea shop.

Km. 422 Mashhadeh Morghab—Here starting from a point behind the Road Guard Post the road winds through a narrow valley, bringing one to the battered caravanserai and the village of Kurshul, that stands on the edge of the Plain of Morghab.

It is advisable to engage a guide since the road is rather difficult to follow being about 3 kilo-

metres over a rough track and also through a stream.

Here twenty centuries ago on this spot once stood the mighty city of Pasargadae, the first capital of the Achaemenian Kings, the great and beautiful town founded by Cyrus the Great. Pasargadae is the name of a family to which belong the Achaemenian Kings. The town lost its importance when Estakhr was built, and it became the royal treasury until Alexander looted it. The Achaemenians had great respect for this city and used to go there on pilgrimage with special ceremonies. Today hardly anything remains to tell of its wonders, there is practically nothing but a bare plain, with but a few broken monuments, pillars, heaps of stones that but serve to accentuate its overthrow.

Through the irony of fate the tomb of Cyrus still remains, but shorn of its beauty, the grandeur of the funeral trappings and of the coffin probably of stone within which the body of the Great King had lain. No epitaph is to be seen though it was often described by ancient writers. There is nothing but a simple building constructed of enormous blocks of stone. The plinth on which it stands is 16 metres long by 15 metres wide and is approached at every side by high stone steps up which one has literally to climb. It is now known as the Mas-

jedeh Madar Soleiman [the Mosque of Solomon's mother].

This little building is looked on with reverence by the Moslems. The inscription on the tomb reads as follows:

"O thou whosoever thou art, and whencesoever
"thou cometh [for I know thou wilt come] I am
"Cyrus son of Cambyses, the founder of the Iranian
"Empire who has ruled the Asia. Grudge me not
"therefore this little earth that covers my body."

Not far off stands a huge block of stone on which is cut a winged figure. Up to a hundred years ago there was also an inscription which has disappeared. It was in cuniform lettering as follows:

"I am Cyrus the King of the Achaemenians".

The carving depicts a figure which resembles the symbolic Egyptian crown, but with a double pair of wings that spring from the shoulders, two rising upwards like those of the conventional angel, but the remaining pair sweep down to the ground.

Cyrus had an Egyptian wife and it is thought that this "Farvaha" might have been executed by her after her husband's death.

Not far off is a flourishing, level with the ground, with the bases of twelve pillars showing. This is thought to have once been the royal palace while across the plain stands a large platform said to be

the audience hall of the kings, now called the Takhte Soleiman. There is no trace of buildings on this platform, no pillars, walls or stairs. It is hard at this period, with no records to go by, to conjecture its use, unless it was an open place where tents or some type of shelter were erected, and from where the Kings held their public audiences.

Km. 482 Dehbid—Elevation 2500 metres. Large village.

Telegraph—Telephone—Post.

Km. 539 Sourmagh—Village. Here a road branches off to Yazd.

Km. 566 Haji Abad—Village.

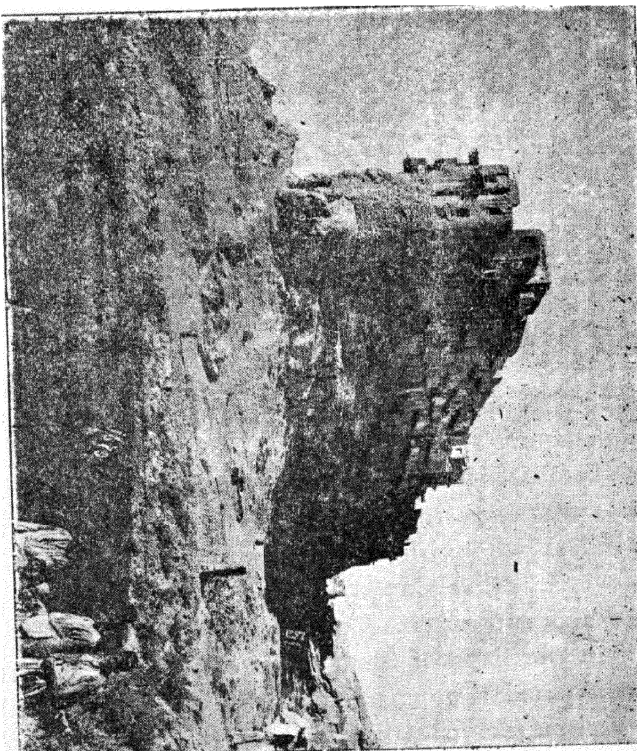
Km. 574 Abadeh—Elevation 2025 metres with about 7,000 inhabitants,

The town of Abadeh is the best place for the traveller to spend the night.

Telegraph—Telephone—Post.

Km. 642 Izad Khast—[God willed it]—Elevation 2255 metres. This picturesque village is built on a rock island situated in a ravine. There is no entrance to the island village, except by a narrow draw bridge. It was in olden days an almost impregnable town, practically unassailable except against starvation.

Telegraph—Telephone—Post.



The Picturesque Village of Izad Khast

Km. 694 Shahreza—(Formerly Ghomosheh). Population about 17,251.

Once a large and flourishing city, it was shorn of its splendour during the Afghan invasion in the 18th century. From that time it has merely been a small town of no importance.

Around this district the numerous huge pigeon towers decorate the landscape.

Telegraph—Telepone—Post.

Here one leaves the Ghashghaei country and enters that of Bakhtiari, one of the most important tribes of Iran in the old days which has now been disarmed.

Km. 778 Esfahan—Elevation 1734 metres; Population about 100,140.

Esfahan is one of the most glorious and famous cities of the past, belonging to the golden age. When travellers who visited the magnificent court of the Safavi Kings, recounted its splendours with the imagery and extravagance of a fairy tale.

In the days of Shah Abbas [A. D. 1587—1629] Esfahan had a population totalling nearly a million, of a circumference of over 30 kilometres, while 1500 villages flourished in the neighbourhood, and the inhabitants boasted proudly that "Esfahan is half the world". To-day its size has shrunk a third, but even so it is still one of the important cities of Iran. Its



Bird's eye view of Esfahan

trade is considerable, as can be seen by the products to be obtained in the large bazaars, with their vaulted and wide streets.

Some of the fine buildings now used for Government offices are those built by the great designer, Shah Abbas.

The Chahar Bagh, the magnificent avenue, leads to the famous bridge of Alla Verdi Khan, which was once the approach to the Royal Palace, the gates of which have long since been swept away, and a wide street now cuts across the far end of the avenue.

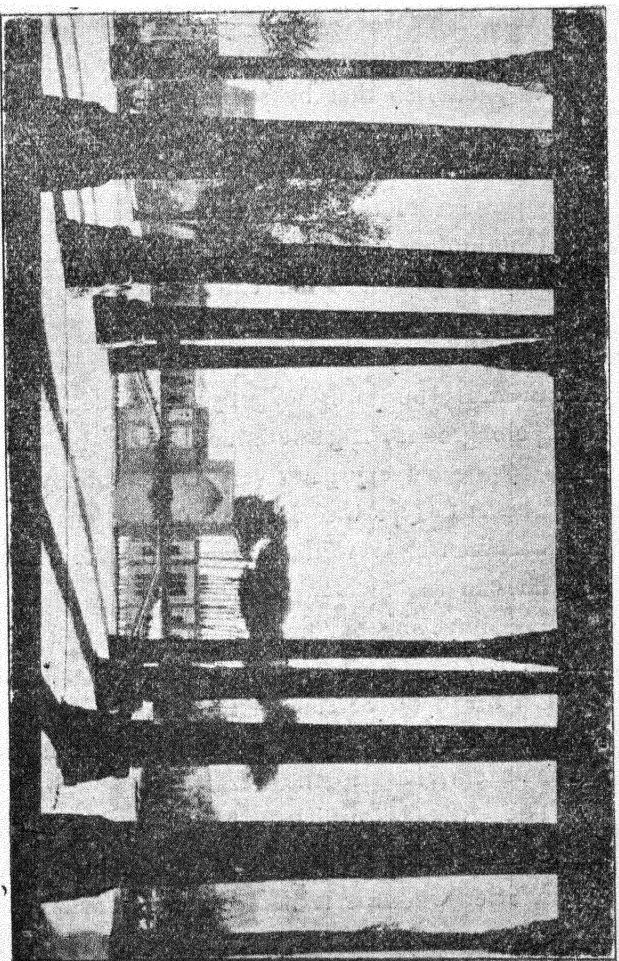
Chahar Bagh, which means four gardens from

the fact that they were bought or taken by Shah Abbas to make this handsome avenue, and also for part of the royal gardens is now a crowded promenade for Esfahanis in the late afternoon.

On this street stands the very lovely and stately Madresseh or religious college, named after the Shah Hossein, who built it in the 17th century.

Near the bridge are the remains of what once were the royal pavillions, and these have been acquired for tea shops, while the gardens have become public resorts. One known as the Hasht Behesht [Eight Paradises] has a beautiful summer house, set far back in the grounds, beyond a fine avenue. Here Fathali Shah adorned the walls with pictures of himself, and up to a few years ago it was a place of easy access. Unfortunately it is now occupied by a Qajar Prince, who has made it his private residence and is not open to visitors.

Strolling up the Chahar Bagh, as far as the big cross road, the bearing to the right one comes to a large enclosure, a wall surmounted by a railing. This is now the military headquarters, known as the Chel Sotun, or the hall of the forty pillars. Originally built by Shah Abbas. It was burnt a hundred years later and was then restored to its present form by Shah Hossein, and was the Talar or the principal verandahed throne room of the palace. In spite of its name it has only 20 pillars that support the heavy flat roof, which is handsomely painted and carved.



The "Chehel Sotun," (40 columns), Isfahan

The verandah faces a large garden and in front of the steps is an enormous oblong tank, which reflects the 20 pillars, so that by standing in the garden 40 can be seen. Many are of the opinion that its name is derived from this effect. In the great hall behind, huge pictures of the Safavi Kings are to be seen.

Continuing along the street which follows the walls of the garden of the Chehel Sotun, one comes to the Meidan Shah, one of the greatest features of Estahan. This square was originally laid out by Shah Abbas. It is 560 yards long by 74 wide, and used as a polo ground, a game much loved by the Iranians in the old days, not very common now.

The Ali Qapi was used by the Shahs to give public audience, as well as watch the tournaments or games in the Meidan below.

The imposing building at the far end of the Meidan is the Masjedeh Shah [the Shah's Mosque].

On the opposite side of the Meidan stands the Naghareh Khaneh [the Drum Room] which is one of the main entrances to the Bazaars.

The Alla Verdi Khan bridge is a remarkable piece of engineering built by one of Shah Abbas Generals, after whom it is named. It is considered the finest example of all the magnificent bridges of Esfahan. It is 300 metres long and 12 metres wide. Originally it had 40 arches of which 33 still remain.

There are 12 other fine bridges over the Zaiandeh Rud. The most interesting being Poleh Khaju (Khaju Bridge), a curious and very handsome structure, built by Shah Abbas II in the 17th century. It is 150 metres long having 24 main arches and stands on a dam through which the water flows in narrow channels. The main road is 8 metres wide and on either side is an arched and covered gallery, which looks out on the river.

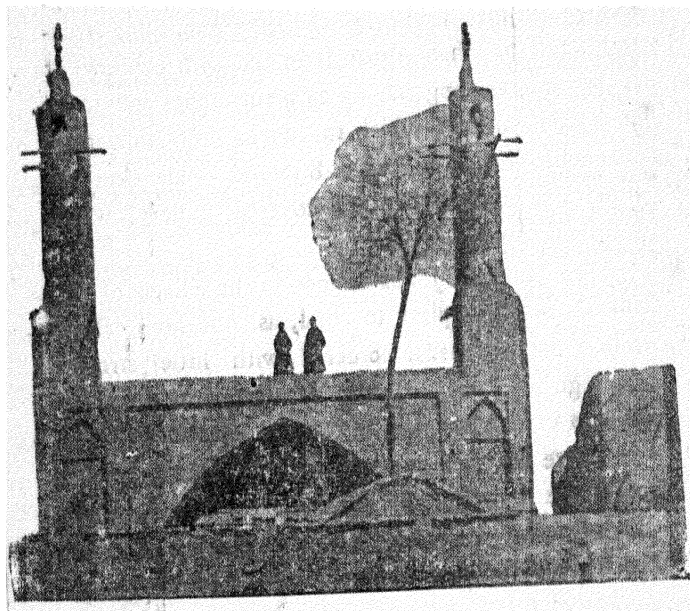
The Menareh Jonban stands in the village of Kaledan, a difficult place to find, as one goes along endless narrow roads, bordered with little streams and high brick walls. It is in reality one of the many suburbs of Esfahan and is about 9 kilometres away.

There are two minarets with the peculiarity that when one is rocked the other shakes. The same action has been experienced with the minarets of Jameh and Sheikh Mosques. The real secret of this architectural work has not yet been definitely discovered.

JOLFAIEH ESFAHAN

Esfahan Jolfa, one of the quarters of Esfahan, lies south of the Zaiandeh Rud River.

In view of the difficulties and other complications making the living unhappy for the Armenians of the Irano-Russian frontier, Shah Abbas built this village exclusively for the Armenian emigrants and named it after the Azerbaijan Jolfa. It has been inhabited



The Shaking minarets

by Armenians since then. Shah Abbas also built a cathedral in this village which contains beautiful paintings and decorations worth seeing. The Armenians have added a museum to this cathedral which contains some of the most interesting documents of Shah Abbas and other historical objects. The construction of the cathedral begun in 1605.

The visit to Jolfa is strongly recommended to

visitors. The cathedral is open at any time during the day.

The Aragh [Eau de Vie] of Jolfa is of a high quality and well known throughout Iran,

Directory:

Telegraph—Telephone—Post.

Consulates: British — Soviet,

Banks: Imperial—National—Pahlavi.

Foreign Missions: British School & Hospital.

Aeroplane Landing Field.

Places of interest in Esfahan

- 1.— **Masjedeh Sheikh Lotfollah:** The Sheikh was the father-in-law of Shah Abbas, and the mosque was built by that monarch between 1603 and 1618. Its entrance is directly opposite the Ali Qapi faced in dazzling faience and its yellow dome discreetly decorated in flowing patterns of black and coloured tiles, an object of great beauty. Arabesque panels of mosaic set in unglazed brick decorate the interior ceiling of the dome. In the middle of the circular panel at the crown of the dome can be distinguished a peacock and the surrounding pattern is a formalisation of its tail.



The Mosque of Sheikh Lotfollah

- 2.— **Masjedeh Shah** Built by Shah Abbas in 1612 and lies at the north end of the Meidan. Hence the curious grouping behind the central portal in order that the dome-chamber may face Mecca. A splendid example of construction and of art.

The dome is 46 metres high.

The number of bricks used in this

structure has been estimated to be 18 million. Some of the blue green tiles (Kashis) are inset; like the most precious jewels.

3.— **Ali Qapi** : See Esfahan.

4.— **Chehel Sotun**: See Esfahan.

5.— **Talar Tahmasebi**: A hall built by Shah Tahmasseb.

6.— **Chehel Sotun minarets**: Situated at the end of Ju Bareh. The mosque was demolished in order to facilitate irrigation work, but the minarets were not touched and are still standing. Although the tops of the minarets have been demolished their height still is about 33 metres.

There is another minaret at Ju Bareh, 44 metres high with a 6 metre foundation.

7.— **Madresseyeh Chahar Bagh**: (School of 4 gardens). The area of this school is 12,000 square metres, containing 100 rooms each 50 sq. metres large. The dome and the minarets are smaller than those of the Shah Mosque. In the south west corner there is a very interesting fountain room. The Madresseyeh Chahar Bagh is the largest

and most important religious school ever built in Esfahan.

- 8.— **Emamzadeh Esmail:** The tomb of Esmail, who still has some followers amongst the Seyeds of Esfahan. The steel gate inlaid with gold shows the fine art of Esfahan at that epoch. Fine tiles are found in the interior of the tomb.
- 9.— **Masjedeh Ali:** The mosque of Ali.
- 10.— **Harounieh:** The tomb of an unknown person about which exist three different versions: 1) that it is the tomb of Teimur Lang; 2) that it is the place into which the massacred Armenians were thrown; and 3) that it is the tomb of a descendent of an Emam. The latter seems to be more probable, because the Safavis spent quite a large sum for the construction of its dome.
- 11.— **Masjedeh Jameh:** 1200 years old. The area is 20,000 sq. metres. In 1137 when Esfahan was the capital of both Mesopotamia and Iran, under the rule of Soltan Mahmud Malek Shah, the Soltan imposed a heavy customs tariff on Mesopotamia that caused discontent and in protest the mosque was set on fire. It was

repaired and modified at various times. There are some 15 inscriptions in this mosque. Amongst them the most interesting are: An order from Ghazan Khan to the soldiers prohibiting them from entering the villagers' houses on foraging expeditions. Two other inscriptions are of orders issued by Shah Tahmassb of the Safavis; one prohibiting alcoholic drinks and the other abolishing certain tolls and taxes.

- 12.—**Masjedeh Hakim:** An edifice worthy of note.
- 13.—**Masjedeh Seyed:** This mosque is of much interest.
- 14.—**Armenian Church:** This is also worth seeing.
- 15.—**Cemetery of Takht Fulad:** It is for Moslems
- 16.—**Cemetery:** For Europeans and Armenians—of historical interest.
- 17.—**The Fortress of Tabareh.**
- 18.—**The Big Bazaar:** Should be seen by the visitors.
- 19.—**Chahar Bagh Avenue:** See Esfahan.
- 20.—**Bridges:** There are 12 bridges over Zaiandeh Rud. The most important are Alla Verdi Khan and Khaju Bridges [see Esfahan].
- 21.—**Ashela:** Situated close to the Emamzadeh Es-mail. The inscription describes it as one of the first and largest mosques

of Esfahan. Asheia is one of the Isra-elite prophets.

- 22.— **Tomb of Darb Emam:** This Emam has some followers among the Emami Seyeds of Estahan. Close to this tomb, but with a smaller dome is the tomb of the mother of Amir Jahan Shah Khan Gharagianlu. The name of Jahan Shah Khan is inscribed on the dome. The tile work belongs to the epoch of Gharagianlu and Safavi Kings.
- 23.— **Historical Capitals:** Two stone capitals with carvings excavated in 1927, are placed in front of Darb Khorshid [Sun Gate]. The opinions in regard to their origin are different. Some historians believe that they belonged to the Royal Palace.
- 24.— **The Temple of Mars:** Situated about 14 kilometres to the west of the city on the top of the Atesh Gah mountain, built several centuries before the time of Zoroaster. It is one of the seven largest temples of the world. The Zoroastrians threw out the idols and converted the place into a fire temple, in which a flame was kept burning until the

eighth century, in spite of the fact that the Arabs had occupied Esfahan in the 7th century,

25.—**Kuh Safeh:** A hill 490 metres high. On the top of this hill incompleated fortresses have been constructed.

26.— **Nassr Abad:** At a distance of 12 kms. from the city is the entrance gate of a building resembling a tomb decorated with beautiful tiles. This building was erected during the invasion of Iran by the troops of Halaku Khan and repaired in 1433.

N.B. The best and easiest way of seeing the historical buildings of Esfahan is in the order stated above.

Iranian Art and Industry in Esfahan

Carpets — The carpet industry after having been neglected for some time has regained its important position during recent years. The majority of the workshops are manufacturing carpets of fine quality, especially the famous small rugs generally known as «*qalicheh*».

Engraving on silver and copper— The artisans of Esfahan are well known for silver and copper engravings.

Qalamkars— The manufacture of Qalamkars for

dressess, curtains, table clothes and other uses has also greatly developed during recent years.

Painting and lacquer art work—Esfahan is the centre for painting and lacquer art work—book covers, pen boxes, etc. of high quality and with interesting old Iranian motives.

From Esfahan to Kashan the road is in good condition. It was opened in 1929 and improvements have been made since. The duration of the journey is usually 5 to 6 hours.

Km. 829 Murcheh Khar—Elevation 1893 mts. Population about 2500. It is the junction of the Esfahan—Delijan—Qom and Esfahan—Natanz—Kashan roads.

Telegraph—Telephone—Post.

Tea shops—Garages.

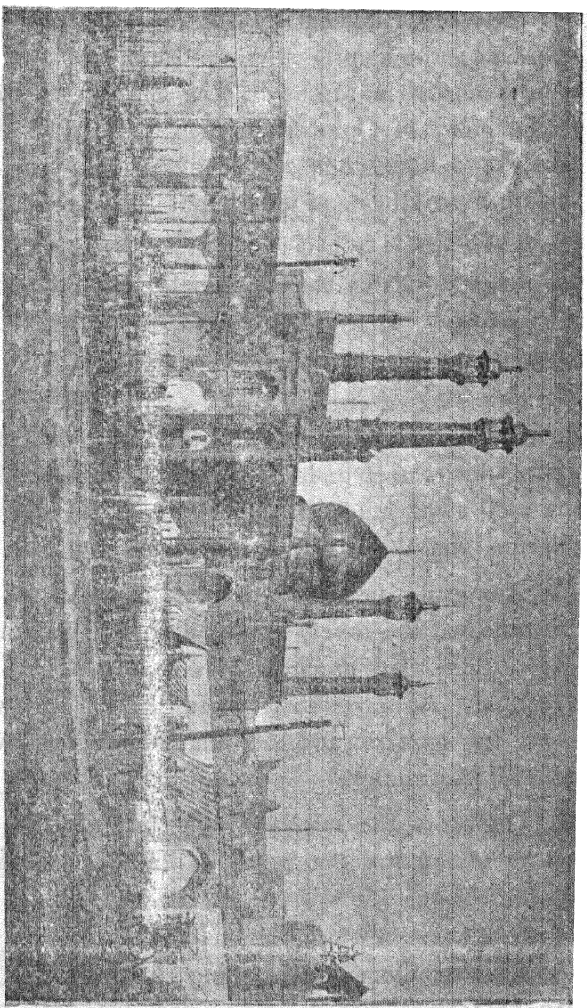
From Esfahan to Qom the road is in good condition. The duration of the journey is usually made in 5 to 6 hours by car.

Km. 875 Meimeh—Large village—Tea shops.

Km. 921 Delijan—A very large village. Tea shops.

Km. 1034 Qom—Elevation 1050 metres. Population about 39,158

Qom is one of the most sacred cities of Iran. Under the shining golden dome of the shrine, that is visible for kilometres before one reaches the town,



The Holy Shrine of Massumeh at Qom

lies the Lady Fatemeh—el—Masumeh (the Immaculate One), the saintly sister of Reza, the 8th Emam who is buried in Mashhad. The Shrine of Fatemeh is the glory of Qom, thousands of pilgrims visit it yearly and have done so for many centuries. It is said that 12 kings and four hundred princes and saints are buried here.

Legend relates that Fatemeh came to live in Qom, having to fly from Baghdad, owing to persecutions and was buried here in 816 A. D.

Qom was destroyed by Teymour, the great conqueror on his relentless march to Baghdad, but the town was rebuilt under the Safavi Kings, to whom the city owes much of its popularity as a resort for pilgrims and as a royal burial place.

Alongside the road the river Anarba, in which are reflected the lovely golden domes and slender but stately blue tiled minarets of the shrine.

Shah Abbas is also buried here. The walls of Qom, its bazaars and the bridge over the river are rather picturesque.

Owing to the salt lake near by and the saline nature of the soil the water is not agreeable for drinking.

Telegraph—Telephone—Post.

Leaving Qom and reaching the first hill, there can be seen a vast expanse of water, glistening white

in the rays of the sun, the « Daryaieh Namak » or Salt Sea. This lake is not more than 70 years old.

Further on one sees the small hills in little ridges, painted in these fantastic colourings. It is a wild and savage looking region where nothing but a few sparse bushes of camel thorn grows. It is known as the valley of the Angel of Death and in the days of slower transport many grim and weird legends were told about this district.

The road from Qom to Tehran is good and offers no obstacles. The duration of the trip is 3 to 4 hours by car.

Saveh: About 30 kilometres to the north west of Qom is the little town of Saveh, visited and described by that intrepid old traveller Marco Polo in the 13th century, and which he calls Saba. Tradition relates that it was from this place that three wise men from the East, the magi, came to Bethlehem to worship the new born Christ.

Km. 1095 Aliabd—Village--Tea shops—Telephone.

Km. 1149 Hassan Abad—Village—Garage—Tea shops—Telephone.

Km. 1161 Kahrizak—A sugar factory has been erected in this village by the Government.

Km. 1174 Shahzadeh Abdol Azim—Here is another important shrine with a beautiful golden

dome and kashi minarets. A narrow gauge railway, built some 30 years ago by a Belgian Company operates between this place and Tehran (distance 7 kilometres). Inhabitants of Tehran visit this place frequently.

From here the trip to Tehran can be made in 20 minutes.

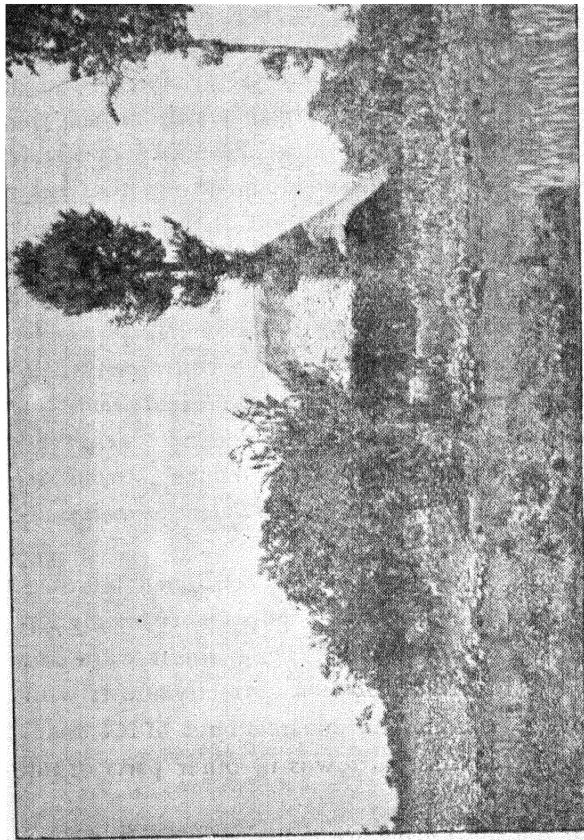
Km. 1181 Tehran—See route 1.

The Caspian Regions

The Iranian Caspian regions extend in the form of a narrow crescent for about 560 kilometres round the southern shores of the Caspian Sea, from near the town of Gorgan on the Gorgan steppes in the east, to Astara and the Talesh Mountains in the west. It comprises the western portion of the Gorgan province and the province of Guilan and Mazanderan. The clouds from the sea, propelled by strong winds against the steep Alborz Mountains cause a heavy annual rainfall of 50 to 80 inches, which converts this region into the richest agricultural area of Iran. The mountains are covered with fine stands of dense forests. The important ports of the Iranian Caspian are: Astara, Pahlavi, Mashad Sar, Bandar Jaz and Bandar Shah.

The rivers and the sea are celebrated for their wealth of fish. The coastal population is mainly engaged in agriculture, cattle grazing, forest work and fishing. The towns with cobbled streets, houses with tiled roofs and six mosque minarets built of red bricks form a great contrast to towns in other parts of the country.

Flax and sugar cane are cultivated, but the main article of export is rice. Cotton is another important item of export. The entire crop of cigarette tobacco consumed in Iran amounting to 3500 tons a year is



A typical farm house of the Caspian region

produced in Guilan. Many kinds of fruits, notably oranges, lemons and citrons are grown in this region. The production of silk is rapidly increasing. The tea plantation has been improved and extended. The quality of tea is good and the price is low. Practically the whole import and export trade of these provinces is with Russia.

ROUTE 10.**Pahlavi—Astara**

Distance 137 kilometres.

The construction of the road between Pahlavi and Astara was begun by the Road Department of the Ministry of Ways and Communications early in 1930 and temporary wooden bridges were built all along the road, with the intention to have them changed gradually into permanent constructions. So far the Road Department has been unable to execute this work, First, because it involves a large amount of credit to cover the cost of the construction of the very many bridges to be built, and secondly because the Ministry of Communications is engaged with the opening of much more important routes than this coastal road which finally would not be of great use for many years to come, having adequate means of connection by sea.

Although there is an unlimited number of rivers to be crossed on this route, yet one can travel by car without much difficulty during the dry season. The road traverses the Talesh forests along the sea coast which offers beautiful scenery. It has to be also taken into consideration that this road like many others lacks the necessary accommodation which a traveller may expect. In case of a breakdown the

night has to be spent in one of the thatched roof huts of the nearest village. Camping in the forest or near the road is unsafe on account of the wild animals such as fox, jackal and boar, and also unpleasant in view of the extreme humidity of this region.

Therefore it is advisable for the traveller to go by sea until such time that permanent bridges are built all along the way.

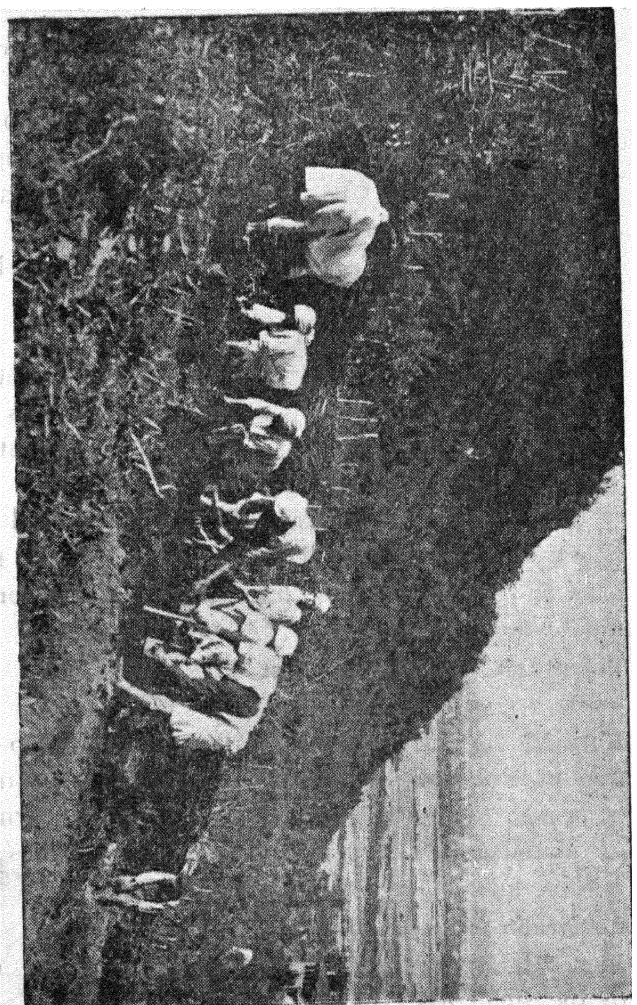
ROUTE 11.

Rasht—Shahi—Tehran

Km.	0	Rasht	Km.	0	Tehran
»	16	Kuchesfahan	»	83	Jabon
»	43	Lahijan	»	141	Firouzkuh
»	57	Languerud	»	145	Amirieh
»	72	Rudessar	»	203	Zirab
»	117	Ramsar	»	243	Shahi
»	147	Shahsavar	»	273	Babol
»	200	Chalus	»	291	Mashhadsar
»	208	Nowshahr	»	303	Freidun Kenar
»	258	Suledeh	»	348	Suledeh
»	303	Freidun Kenar	»	398	Nowshahr
»	315	Mashhadsar	»	406	Chalus
»	333	Babol	»	459	Shahsavar
»	363	Shahi	»	489	Ramsar
»	403	Zirab	»	534	Rudessar
»	461	Amirieh	»	549	Languerud
»	465	Firouzkuh	»	563	Lahijan
»	523	Jabon	»	590	Kuchesfahan
»	606	Tehran	»	606	Rasht

Total distance 606 Kilometres.

This is one of the most interesting and picturesque roads in Iran. It traverses the richest and most fertile lands of Guilan and Mazanderan. Most of it situated along the shores of the Sea, between beautiful forests and villages, having on its south the range of Alborz mountains covered with green trees and vegetation. The nature has not neglected to provide



Tea plantation in Lahijan

this road with all its charms - the forests, mountains, green hills and the sea.

The journey can be made in one or at most two stages. The places recommended for spending the night are Ramsar, Chalus, Mashhadsar and Shahi.

Km. 0 Rasht: See Route No 1.

Km. 16 Kuchesfahan: Large village. Tea shops. Post Office.

Km. 43 Lahijan: Population about 20,000. Excellent quality tea is grown here. The Government encourages very much tea plantation and for this purpose has engaged several Chinese experts who supervise the production of tea.

There are also several silk factories in and outside the town. Lahijan has some beautiful old mosques and shrines. It is a fine summer resort for the inhabitants of this area.

Telegraph—Telephone—Post.

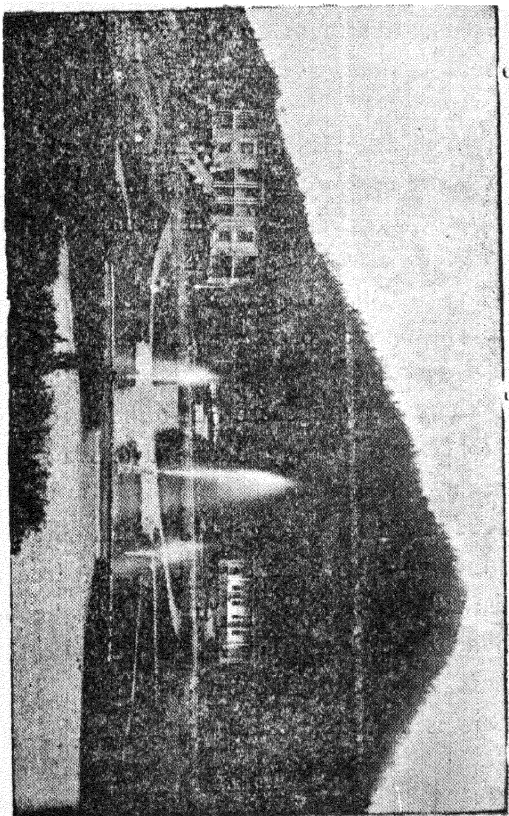
Bank: National.

Km. 57 Languerud: Population about 10,000. Languerud is one of the ports of Guilan and a centre of trade for this part of the country. Rice is grown here in abundance. The yearly crop of rice exceeds 1½ million kilos. Good linen is also made here.

Telegraph—Telephone—Post.

Km. 72 Rudessar: Population about 8000. One of the small ports of this region.

Telegraph—Telephone—Post.



General view of Ramsar

Km. 117 Ramsar: Situated on the slopes of the Alborz mountains. It is a health resort with the oldest reputation for its hot springs which constitute the principal treatment given by means of baths and inhalations against rheumatism, arthrites, neuralgia and paralyses.

There is a sanatorium with 12 rooms and five separate buildings of two to three rooms with a private kitchen in each. Resident and consulting medical staff are always available.

There is also a large and modern hotel with 36 rooms each with a private bath, close to the sanatorium.

All these buildings are surrounded by luxuriant orange and lemon groves facing the sea, offering a magnificent view.

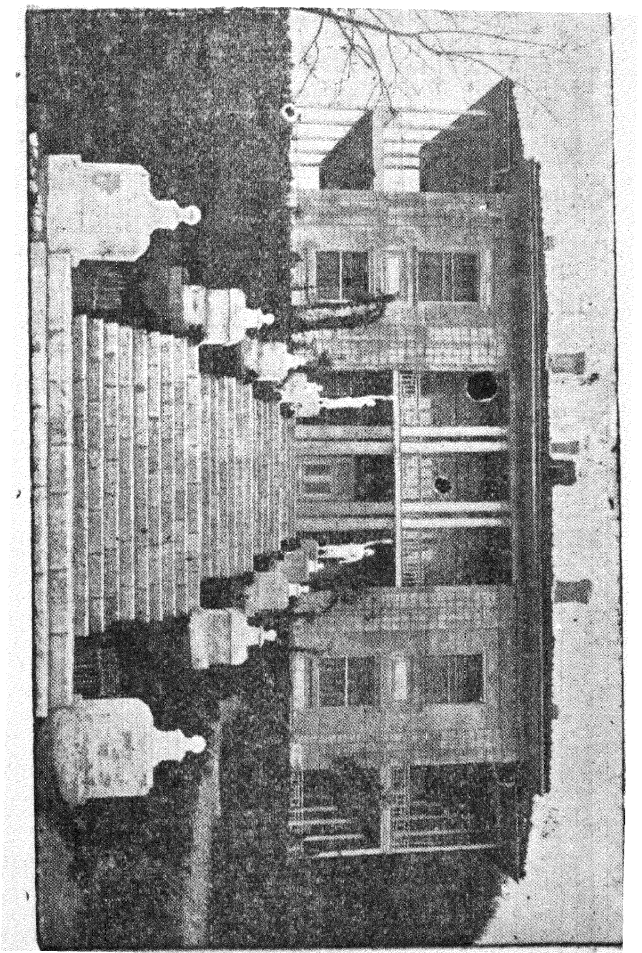
The climate is extremely mild and equable during the winter, whilst in summer it is tempered by both sea and land breezes. Therefore it may be said that it is an all round the year resort. Especially when every necessary comfort could be had.

There is a similar establishment for poor patients.

Spas In Mazanderan.

Ramsar possesses the five following mineral waters:

1] Sulphurous water from the original fountain head containing calcareous, chlorided and selenite



The Sanatorium of Shahi at Ramsar

[undrinkable].

2] Acidulated water, gaseous and carbonated.

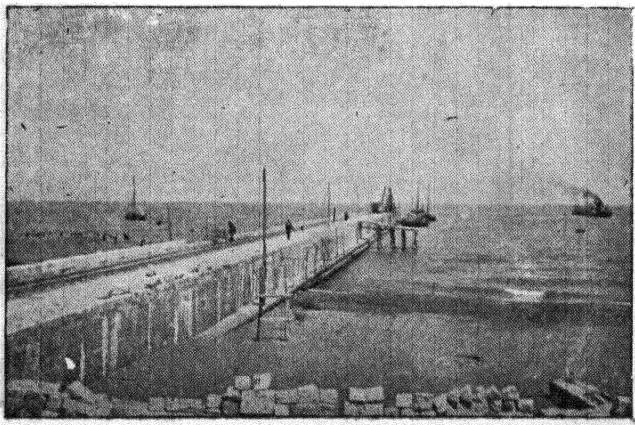
3] Black water heavily chlorided, very calcareous and to a great extent containing organic materials.

4] Water from the large spring under the bridge; chlorided water, calcareous and containing a large quantity of organic materials.

5] Water from the small spring under the bridge; chlorided water, calcareous, selenite and containing heavy organic materials.

Km. 147 Shahsavar: A port in the region of Tonekabon, well known for its oranges.

Telegraph—Telephone—Post.



The new port of No Shahr

Km. 200 Chalus—In recent years Chalus has grown in importance owing to a direct road to Tehran (See Route No. 12) which may be covered in 4 to 5 hours by car.

The road is open between the months of May and September. During the rest of the year it gets blocked by snow, owing to its high altitude crossing over huge mountains which offer the best possible sceneries.

Amongst several buildings put up here recently the Royal Palace and the Chalus Hotel are the most attractive.

Km. 208 Noshahr— (Formerly Dehno) Only eight kilometres distant from Chalus, where a jetty is being built for unloading of sea going steamers.

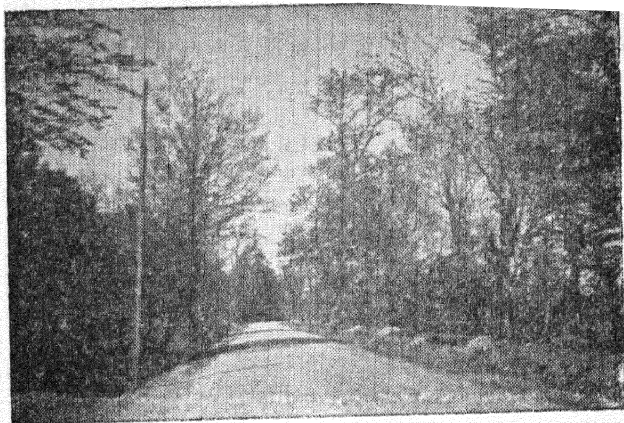
Noshahr (New Town), is expected to become a great port on the Caspian Sea on account of its suitable location. It is hoped that the main portion of the freight coming through Soviet Russia destined for Tehran will be unloaded here, to be transported by lorries over the „Makhsous Road“.

Km. 258 Suledeh: Large village.

Telegraph—Telephone—Post.

Km. 303 Freidoun Kenar: Large village. Tea shops. Post Office.

Km. 315 Mash'had sar: Situated on the seaside is one of the important ports of Mazanderan. Large ste-



The Coastal road of Mazanderan

amers anchor some distance beyond the shore. Loading and unloading is carried out by Torkaman boats.

The Babol river passes through the town for which modern embankment is being built. The town possesses few good houses, but undoubtedly it will rapidly grow large in view of its new Casino and beach which has made it a very agreeable and pleasant summer resort and is apt to be frequented by many visitors during summer months. Very large stores for goods already exist at the port.

The Fisheries have quite an intensive organization here and excellent caviar is produced.

Telegraph—Telephone—Post.

Km. 333 Babol: (Formerly Barforush) with about

40,000 inhabitants.

This is one of the most important towns of Mazanderan with wide stone paved streets and large bazaars.

Emamzadeh Ghassem is one of the oldest buildings in this town, nearly one thousand years old.

To the south of the town there is a fine garden, known as the Bagheh Eram, where during the reign of Shah Abbas several buildings stood of which nothing remains to-day.

A very fine royal garden with beautiful buildings has been laid out here in recent years.

Telegraph—Telephone—Post.

Km. 363 Shahi: (Formerly Ali Abad) situated on the shores of the Talar River having about 7,000 inhabitants.

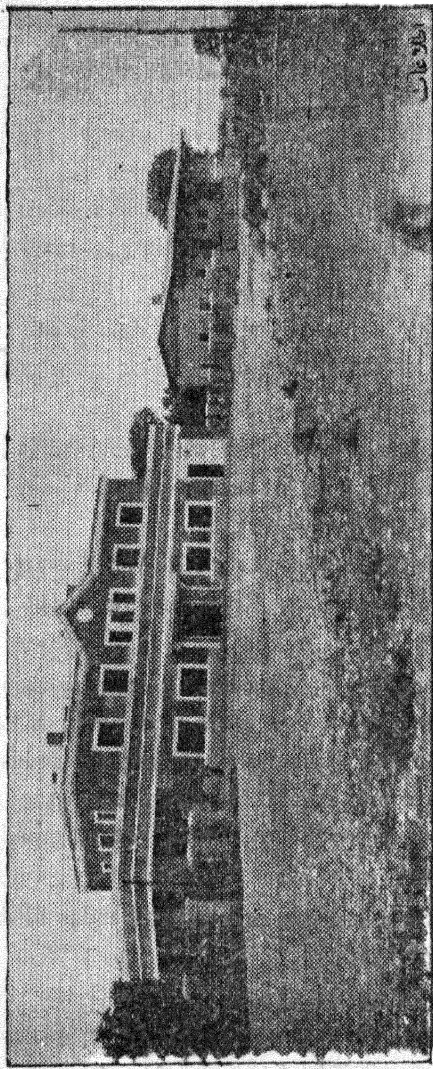
This place was nothing but an ordinary common village. It is only a few years that Shahi is beginning its fame and gradually becoming an industrial centre. There are several factories here, the most important being the Shahi Thread Weaving and the sugar refinery.

From Shahi one can proceed to Bandar Shah by Trans-Iranian Railway.

Telegraph—Telephone—Post.

Km. 403 Zirab: See route No. 6.

Km. 461 Amirieh: See route No. 6.



A Modern Station of the Northern Railroad

Km. 465 Firouzkuh: See route No. 6.

Km. 523 Jabon: See route No. 6.

Km. 606 Tehran: See Route No. 1.

R O U T E 12.

Chalus—Tehran

Total Distance 210 kilometres.

Makhssus [particular] Road.

A great deal of money and labour have gone to the making of this road due to its mountainous nature.

The road is open only between the months of May and September. During the rest of the year it gets blocked by the snow owing to its high altitude crossing over huge mountains which offer to the traveller the most wonderful views

Recently it has been decided to construct tunnels and galleries over the stretch of the road where it gets mostly blocked by snow so as to rectify the above defect. Several million rials have been set aside for this purpose.

Km. 0 Chalus: See Route No. 11

Km. 63 Valiabad: Village.

Km. 115 Doab: Village.

Km. 133 Pole Khab: Village.

Km. 168 Karaj : See Route No. 1

Km. 210 Tehran: See Route No. 1

ROUTE 13.

Shahi—Bandarshah

Total distance 139 kilometres

This road can be traversed by car or railway in about 4 to 5 hours.

Km. 0 Bandar Shah: A new port on the Caspian Sea—the northern terminal of the Trans—Iranian Railway with large repair shops and a large pier 1465 metres long which has been built here to facilitate the unloading of cargo from the steamers.

Prior to the construction of the new port and the railway this region was inhabited only by nomad tribesmen.

Telegraph—Telephone—Post.

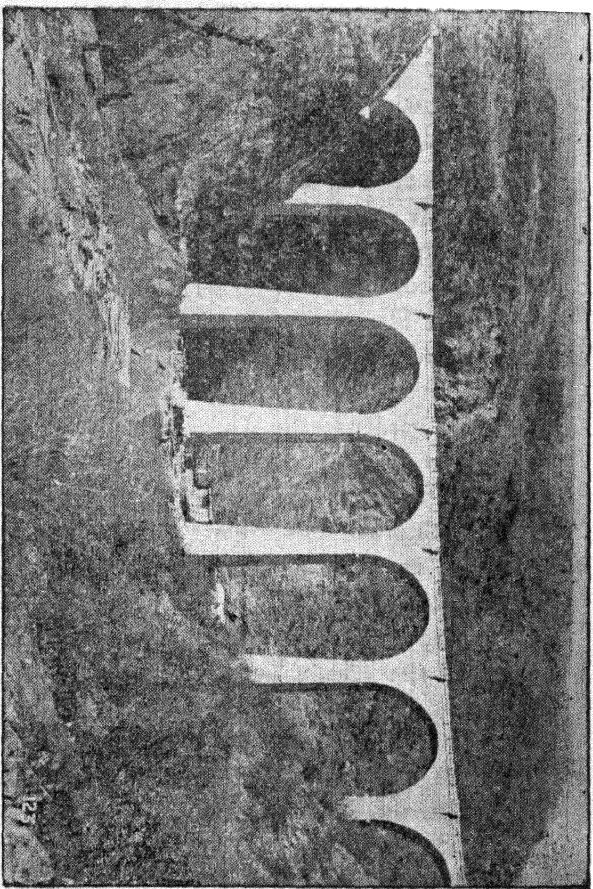
Km. 22 Bandar Jaz—Population about 5,000 Bandar Jaz is an important port on the Caspian Sea frequented by Russian steamers.

Km. 38 Galugah—Large village.

Post.

Km. 70 Ashraf—Population about 17,000.

This town was built by Shah Abbas the Great. A long street with charming dwellings built



Paron bridge, Northern Railway

along its sides runs through the town. This street leads to a garden known as the "Bagh Shah" [Shah's garden]. It is composed of several gardens each on a different level. On the right hand side of the entrance gate there are several old public bathing houses which still stand. This garden is a complete square with a running stream which forms many waterfalls entering at last into a large pond with a building overlooking it.

"Bagh Shemal" [North Garden] and "Sahebozaman Garden" are located to the right of the above garden surrounded by a very high wall. To the south of these gardens the royal stables and the servants quarters are situated. Although the date and the purpose of the construction of Sahebozaman building is unknown, but the style being similar to the Sassanians leads to believe that it was constructed about that period.

To the west of Bagh Shah is another garden known as the «Bagh Tappeh» laid on a hill in which four round towers are located with several other buildings, in a dilapidated condition.

There used to be an observatory on top of a hill outside the town actually in a ruined condition.

The Shah Abbas Palace is being restored.

Telegraph—Telephone—Post.

Km. 118 Sari—About 12 kilometres distant from the sea. The present town became the capital of Tabarestan [old name for Mazanderan] at different in-

tervals. It was originally built by one of the Sepahbods of Bavand [Governors of Mazanderan in the old days]

The Tajen River is to the west of the town. There are two bridges over it. The first, an old bridge built of burned brick; the other a steel bridge recently constructed on the railway line.

The buildings of this town are made of brick with tiled roofs and the streets are paved with cobbled stones.

The dialect used by the inhabitants is called «Mazanderani». The character of the country is much the same as that of Guilan. The cost of living is extremely low.

Mazanderan is famous for its game including bear, deer, tiger and leopards. During the winter months the lagoons and marshes are covered with millions of wild fowl.

Sari has a population of about 55,000.

Telegraph—Telephone—Post.

Km. 139 Shahi; See Route No. 11.

R O U T E 14.

Rasht—Herow Abad

Total distance 127 kilometres.

Km. 0 Rasht—See Route No. 1.

Km. 27 Foumen—Situated to the south—west of

Rasht this district has about 27,000 inhabitants with the village of Foumen as its centre.

The most important products of this district are: Rice, tobacco maze and silk. Tea plantation is gradually increasing in this area.

Dense forests surround this district from where plenty of charcoal is exported to other places.

Km. 65 Massouleh—Situated in a mountainous district the village of Massouleh has been built on the slopes of a mountain and is one of the most picturesque villages of Iran. It is very famous for its mineral water and healthy climate in summer.

Km. 137 Herow Abad—Capital of the district of Khalkhal.

This road is actually being constructed, but is already passable with car at an average speed of 25 to 30 kilometres an hour in dry weather only.

ROUTE 15.

Mianaj—Herow Abad

Distance of 109 Kilometres.

Km. 0 Mianaj—See Route No. 3.

Km. 109 Herow Abad—See Route No. 14.

This road is under construction and partly made passable for motor traffic in dry weather.

R O U T E 16.**Tabriz—Khiav—Ardebil—Astara***Total distance 322 kilometres.*

This road crosses many high mountains and is rather an uninteresting route. For the trip to Ardebil it is recommended to travel via Sarab road [See Route 17].

Km. 0 Tabriz—See Route No. 3.

Km. 132 Ahar—A small town, capital of the district of Qarajedagh. Elevation 1476 metres.

Telegraph—Telephone—Post,

Km. 205 Khiav—A small town, capital of the district of Meshkin.

Telegraph—Telephone—Post.

Km. 322 Ardebil—Elevation 1570 metres. Population about 45,000.

The town of Ardebil is built on a wide flat space of elevated land in the shape of a circle surrounded by mountains. To the west of the town the extinct volcano of Soblan rises to an elevation of 4820 metres which is under a perpetual snow.

Few trees grow around the town owing to the calcareous nature of the soil, but rich pastures are abundant.

Due to its elevation, healthy climate and numerous hot springs the town was the summer residence

of the ancient Kings.

During the reign of Bani Omeieh the capital of Azerbaijan was transferred from Maragheh to Ardebil.

The town was completely destroyed and the inhabitant massacred by the Mongol hordes. It was rebuilt and regained its former glory during the reign of the Safavi Kings.

Places of Interest

Tomb of Sheikh Safi-ed-Din: Grand father of the Safavi Kings and a philosopher with a school and china factory.

A very important library containing many rare and valuable books dedicated to this Tomb during the reign of Shah Abbas, which was taken to St. Petersburg by General Paskevitch after the Irano-Russian War of 1828.

The Mosque of Mirza Ali Akbar.

Fortress built by General Gardane which is in ruins now.

The Tomb of Esmail.

The ruins of Masjedeh Jomeh built in 1382.

The Tomb of Sheikh Jebrail about 6 kilometres distant from the town.

Dried fruits, rugs and wool are exported from here.

Telegraph—Telephone—Post.

Km. 392 Astara—The Iranian Astara can be reached from Baku or Pahlavi by steamer.

The population of this port is about 7000. Fishing is the principal industry.

The port of Astara is situated to the north of Gorganrud on the frontier line. It is divided in two by the small River of Astara.

A part of the productions of Azerbaijan are exported from this port.

Villages on this road are:

Km. 38 Ilijan

Km. 87 Varzeqan

Km. 365 Heiran

ROUTE 17.

Tabriz—Sarab—Astara

Total Distance 281 kilometres.

Km. 0 Tabriz—See Route No. 3.

Km. 67 Gord Kandi—The road crosses this large village where simple food could be purchased by the traveller.

Km. 122 Sarab—Elevation 1872 metres. Population about 8500.

Telegraph—Telephone—Post.

Km. 174 Nir—Large village. Tea shops.

Km. 211 Ardebil—See Route No. 16.

Km. 250 Heiran—Village. Tea shops.

Km. 281 Astara—See Route No. 16.

R O U T E 18.

Tabriz—Marand—Jolfa

Distance 135 kilometres

Km. 0 Tabriz—See Route No. 3.

Km. 68 Marand—Elevation 1240 metres. Population about 9000.

It is a small town where, in accordance with Old Testament, Noah is buried.

Telephone—Telegraph—Post.

Km. 135 Jolfa—See Route No. 3.

R O U T E 19.

Khoy—Jolfa

Distance 79 kilometres

The town of Khoy is to the north west of Lake Rezaeyeh. It is of great military and commercial importance owing to its proximity to the Russian and Turkish frontiers. It was due to this fact that in the 19th. century during the reign of Fath - Ali Shah Qajar a very strong wall was built around this town by General Gardane and other French officers who came with him.

In 1828 the town was besieged by the Russian troops, but due to the resistance and bravery of the inhabitants it was not taken, and the Russian troops only entered it after the Treaty of Torkaman Chay and left it shortly after having received the war indemnity.

During the Great War this town was looted by the foreign troops more than once.

Khoy has about 35,000 inhabitants a great number of whom are Armenians.

Telegraph—Telephone—Post.

Km. 79 Jolfa—See Route No. 3.

R O U T E 20.

Khoy—Makou—Trebizond

Total distance 135 kilometres up to the Turkish frontier.

Km. 0 Khoy—See Route No. 19.

Km. 116 Makou—Situated on the north western part of Azerbaijan, due to its proximity to the Caucasian and Turkish frontiers is of extreme military importance. This was realised by the Tzar's Government during the Great War when they went to a great expense and hardship in order to construct a railroad from Shah Takhti to Baiazid passing through Makou, which was reverted to the Iranian Govern-

ment in a state of detrnation.

In 807 Hejry this district was conquered by Qareh Qovinlu.

In 1014 Hejry on his journey to Nakhjevan Shah Abbas severely punished some of the heads of Makou Tribesmen for not having punctiliously observed the respect due to a king.

In 10 Hejry Soltan Morad IV sent Qareh Mostafa Pasha, a well known Turkish General to destroy the military fortifications of Makou which were rebuilt after the death of Soltan Morad.

In 1057 Hejry again Turkey sent an army of 72,000 troops to occupy the fortifications but were defeated.

Teymour on his march to Azerbaijan was unable to conquer the town.

There are many ancient ruins in Makou and the surrounding district:

1—A cave on the Bazorgan-Baiazid road which has some inscriptions supposed to belong to the kings of Van.

2—Ruins of ancient fortresses can also be seen around the town.

3—There is another cave near the town through which a stream flows.

It is supposed to have formerly been a prison and is rather difficult to reach.

The climate is cold with an elevation of 1294

metres. The town has about 3500 inhabitants.

The villages on this road are ;

Km. 26 Hamzian

Km. 71 Marimlar

Km. 97 Shut

Km. 133 Bazorgan

Baiazid (Turkish frontier), Erzeroun and Trebizond are connected by an old road which is in a fair state of repair at present.

The journey from Baiazid to Erzeroum is usually made in 4 to 5 days and from there to Trebizond in two stages stopping the night at Baiburt or Qumush Khaneh where accommodations are available.

This region is partly inhabited by Kurds and at times is unsafe owing to Kurdish uprising.

R O U T E 21.

Khoy—Avajigh—Turkish Frontier.

Distance 134 kilometres.

This route becomes impassable during the wet weather

R O U T E 22.

Khoy—Shahpour Rezaeyeh—Heidarabd

Total distance 208 Kilometres.

Km. 0 Khoy—See Route No. 19.

Km. 47 Shahpour—(formerly Salmass) Elevation 1350 metres. Population about 7000 mostly Armenians.

The Town of Salmass was destroyed by earthquake in 1930 and a new town has been built on the site of the former city.

Four kilometres to the west of Shahpour is the old town of Salmass where there are two sculptures, the first of Ardeshir riding a horse and Armenians bowing to him as a sign of obedience, the second is an imitation of the former except that Shahpour is in the place of Ardeshir.

Telegraph—Post.

Km. 88 Qushchi—Village—Tea shops.

Km. 140 Rezaeyeh—Elevation 1506 metres, Population 49,843. It is the seat of the Governor General of the province of the West Azerbaijan.

The picturesque town of Rezaeyeh is situated on the western shore of the lake Rezaeyeh. The town has been looted on several occasions during the World War and has been twice destroyed by earthquakes. It is famous for its great variety of excellent grapes and other fruits which are grown here in abundance.

Post—Telegraph—Telephone.

Consulates: Soviet—Turkish.

Bank: National.

Lake Rezaeyh
(formerly Urmiah)

Lake Rezaeyeh is a large expanse of salt water, surrounded by rich agricultural land amply supplied with water from the nearby mountains for irrigation. The lake contains no fish but is visited by great quantities of wild fowl.

Transportation on the lake is conducted by a fleet of 7 motor driven boats and 15 barges which, with extensive shore installations, are in fairly good condition. The entire navigation is in the hands of the Government, being managed by the Administration of the Tabriz - Jolfa Railroad. The boats and barges proved of great value in the subjugation of the Kurds.

The source of one of the best mineral waters of Iran is in the neighbourhood of the lake.

From Sufian north west of Tabriz, a branch of the Tabriz - Jolfa Railroad extends to the lake at Sharaf Khaneh.

Some distance north of the lake is the important trade route to Trebizond passing through Marand and Khoy [See Route No. 20]. North east of the lake is the centre of the Kurdish tribes and around the southern end lie productive agricultural regions of Rezaeyeh, Sauj Bolagh and Maragheh.

Km. 190 Dizaj—Village—Tea shops.

Km. 208 Heidar Abad—One of the small ports of the Lake.

R O U T E 23.**Heidar Abad—Gaduk Sheikh—Mosul**

Total distance 82 kilometres.

Km. 0 Heidar Abad—See Route No. 22.

Km. 22 Naqdeh—Village.

Km. 69 Khaneh—Tea shops.

Km. 82 Iraq frontier

From the commercial point of view this is the shortest route from Tabriz to Europe going through Savojbolagh, Gaduk Shiekh [Iranian frontier], Ravanduz, Ryat and Mosul.

The road was completed in 1932 and is in fairly good condition.

R O U T E 24.**Heidar Abad—Savojbolagh**

Distance 54 Kilometres.

This road becomes impassable during wet weather.

Km. 0 Heidar Abad—See Route No. 22.

Km. 58 Savojbolagh—Elevation 1470 metres. Population about 9000.

The inhabitants are mainly Kurds engaged in agriculture. They belong to the Mokry tribe whose win-

ter quarters are the villages and go to the uplands during the summer season.

Owing to the mountainous nature of this district and its isolation the tribes have not mixed with the others and are pure blooded. In some places their language remains the same as spoken by their ancestors, being somewhat similar to the old Pahlavi or Zand languages.

There are few ancient remains of buildings in certain parts of Savojbolagh belonging to the Median and Achaemenian epochs.

Telegraph—Post.

ROUTE 25.

Tabriz—Maragheh—Savojbolagh

Total distance 243 kilometres.

Km. 0 Tabriz—See Route No. 3.

Km. 55. Dehkhareghan—A small town.

Telegraph—Post.

Km. 93 Tazekand—Large village—Tea shop. From here there is a fairly good road to Danalou.

Km. 121 Bonab (Cross Roads)—From here one can directly go to Miandoab without seeing Maragheh.

Km. 132 Maragheh—Elevation 1770 metres. Po

pulation about 35,000.

The town is situated along Safirud River. During the Mongol domination Halaku Khan made it his capital. There are still some buildings left showing the pure style of that period.

Surrounding the town is a wall, ruined in some parts, having four gates. Two stone bridges built during the reign of Halaku Khan over the Safichay located to the west of the town are still to be seen which has been repeatedly repaired.

There is an observatory built by orders of Halaku Khan under the direction of Khaje Nassir-ed-Din on a hill situated to the west of the town. It is still standing.

Amongst other places of interest within the town are: A blue Tower near the Tabriz gate, built by Ghaffareyeh, said to be the tomb of Amir Sa'id Khan Mongol. A large tower in the south end of the town. The tomb of Halaku Khan in the centre of the town, and the tomb of Pir Bokran who died in 1285.

48 kilometres to the north west of the town is the village of Dashkeh Sang where marble of fine quality exist. These marbles are of extreme beauty due to green and red veins and are used for buildings.

About six kilometres to the north west of the

town there is a gorge where the Morgan Mission found the bones of a species of a huge animal which proves the existence of dense forests where these animals used to live, but it must have been before the eruption of the Sahand mountain.

Telegraph—Telephone—Post.

Km. 191 Miandoab—Small town with about 3000 inhabitants.

At this town there are two places of interest; a tomb belonging to the Median epoch dug in a rock called „Fakhrigheh“; and an inscription on a rock at Tash Tapeh in two languages; Cuniform and Armenian of Van made during the time of the Assyrians.

Km. 243 Savojbolagh—See Route 24.

R O U T E 26.

Saghez—Baneh—Sardasht

Distance 126 kilometres

This road has been partly constructed and is in fairly good condition, the remainder under construction is passable in dry weather.

Km. 0. Saghez—Elevation 1710 metres. Population about 25,000.

Telegraph—Telephone—Post.

Km. 66 Baneh—A small town in the province of Kordestan.

Telephone—Telegraph—Post.

Km. 126 Sardasht—Small town in the province of Kordestan.

Telegraph—Telephone—Post.

R O U T E 27.

Saghez—Sanandaj

Distance 186 kilometres

This road is in fairly good condition except for a short distance starting from Saghez which may become impassable after a heavy rain.

Km. 186 Sanandaj—Capital of Kordestan and the seat of the Governor.

Elevation 1692 metres. Population about 30,105.

Villages on this road are:

Km. 42 Hossein Abad

„ 75 Zagheh

„ 155 Chapar

R O U T E 28.

Sanandaj—Hamadan

Total Distance 107 kilometres.

The main portion of this road becomes impassable during heavy rains. In dry weather this road can be traversed by car at an average speed of 24 to 30 kilometres an hour.

Km. 0 Sanandaj—See Route 27.

Km. 95 Qorveh—Large village, Tea shops.

Telegraph—Telephone—Post.

Km. 170 Hamadan—See Route 4.

Villages on this road are:

Km. 50 Dehkalan

„ 115 Nazabad

„ 130 Dinsar

R O U T E 29.

Sanandaj—Kermanshah

Total distance 150 kilometres

This road is fairly good except for a short distance near Kermanshah. It can be traversed in about 5 to 6 hours.

Km. 0 Sanandaj—See Route 27.

Km. 150 Kermanshah—See Route 4.

Villages on this road are:

Km. 27 Darigueh

„ 72 Assavleh

„ 79 Bovaneh

„ 102 Bezanjan

R O U T E 30.**Kangavar—Tousserkan—Malayer***Total distance 98 kilometres*

This road is in a fairly good condition and the journey could be made in 3 to 4 hours by car.

Km. 0 Kangavar—See Route 4.

Km. 37 Tousserkan — Situated on the south slope of the Alvand mountain.

This district is very picturesque and is considered one of the most beautiful spots in Iran.

Telegraph—Telephone—Post.

Km. 98 Malayer—See Route 5.

R O U T E 31.**Bisotun—Khorram Abad***Total distance 166 kilometres.*

This road is in a fairly good condition and the journey will take about 5 hours by car.

Km. 0 Bisotun—See Route 4.

Km. 18 Harssin—A small town.

Post.

Km. 166 Korram Abad—See Route 5.

Villages on this road are:

Km. 79 Kuh Qalandar

Km. 93 Gavkosh

• **136 Pole Kaka Reza**

R O U T E 32.

Khorram Abad—Tarhan

Total distance 80 kilometres.

Km. 0 Khorram Abad—See Route 5.

„ **80 Tarhan—A very small town.**

R O U T E 33.

Shah Abad—Mehran

Total distance 234 kilometres.

A fairly good road which can be traversed in about 6 to 7 hours by car.

Km. 0 Shah Abad — See Route 4.

Km. 52 Sar Cheleh—Village. Here a road branches off to Guilan on the way to Qassar Shirin which is quite good as far as Guilan, the rest being under construction, can be traversed only in dry weather.

From here it is 120 kilometres to Qassar Shirin.

Km. 134 Ilam—Large village. Tea shops.

Telegraph—Telephone—Post.

Km. 234 Mehran—Large village on the Iraq frontier.

Telegraph—Telephone—Post.

Villages on this road are;

Km. 67 Zarneh

„ **92 Sarab Eivan**

„ **127 Haft Cheshmeh**

R O U T E 34.

Kermanshah—Nosoud

Total distance 172 Kilometres.

A fairly good road which can be traversed in 3 to 4 hours by car.

Km. 0 Kermanshah—See Route 4.

Km 71 Ravansar—Village. Tea shop.

Telegraph.

Km. 172 Nosoud — Large village on the Iraq frontier.

Telegraph—Post.

Villages on this road are:

Km. 43 Biravan

„ **92 Deh Leili**

„ **110 Qeshlagh**

„ **131 Paveh**

R O U T E 35.

Hamadan—Malayer

Total distance 86 kilometres.

A good road that can be traversed in $2\frac{1}{2}$ hours by car.

Km. 0. Hamadan—See Route 4.

Km. 86 Malayer—See Route 5.

Villages on this road are:

Km. 25 Siah Kamar

„ **62 Jowkar**—Road to Tousserkan.

„ **73 Gorkan.**

ROUTE 36.

Mashhad—Sarakhs

Distance 193 kilometres.

This road becomes impassable during wet season. In dry weather the cars can attain an average speed of only 25 to 30 kilometres an hour.

Km. 0 Mashhad—See Route 6.

Km. 193 Sarakhs—Situated to the east of Mashhad along the left bank of Harirud river. Opposite the Iran Sarakhs are the Russian and Old Sarakhs.

No building of importance is found here.

Telegraph—Post.

ROUTE 37.

Mashhad—Kariz—Peshawar

Distance about 250 Kilometres.

Duration of the trip 7 to 8 hours by car.

Km. 0 Mashhad—See Route 6.

In Mashhad cars are available for the journey to Herat and frequently to Kabul. The cost of hire of a five seater car from Mashhad to Herat is between 1000 to 1200 Rials.

Km. 73 Fariman—Large village. Tea shops.

Telegraph—Telephone—Post.

From here to Kariz the road traverses a level plain which although rough offers no serious obstacles to motor traffic in dry weather. It is impassable after a hard rain.

Km. 173 Torbat Sheikh Jam—This town has been named after one of the most important poets of Iran, who was born in 440 Hejry in the village of Namagh, in the district of Torshiz, and is buried here.

This tomb has a dome with two mosques annexed, all in a state of ruin.

The tomb [known as Gonbadeh Sefid] was built by Soltan Sanjar and destroyed by order of Shah Abbas, on his way to Khonsar, under the assumption that the Sheikh belonged to the Sonni sect. After having pulled down the walls, certain papers and documents found proved the Sheikh's faith to be

Shia. Therefore Shah Abbas solemnly vowed to rebuild it if he returned victorious from his campaign, which ended accordingly. Everything now seen in this town is due to him.

Km. 229 Kariz—Iranian Customs and Passport examinations take place here.

Villages on this road are:

Km. 48 Said Abad

„ 102 Sefid Sang

„ 148 Langar

„ 205 Abbas Abad.

„ 250 Eslam Ghal'a (*Afghan frontier*)—

The road between Kariz and Eslam Ghal'a is unimproved and impassable in wet weather. Duration of the trip about 1 hour.

Afghan Customs and passport examinations take place here.

Eslam Ghal'a-Herat. The road between Eslam Ghal'a and Herat is in good condition. Duration of the journey is about 6 hours.

Herat—An important town of Afghanistan.

Iranian Consulate—Telegraph

Herat-Farah Distance about 200 kilometres. The condition of the road is not good. The journey should be made in 2 stages with a stop at Sabzawar. (actual driving time 32 to 36 hours).

Farah-Kandahar. Distance about 336 kilometres.

There are several rivers to be crossed on this road; Khash, Marja, Helmand and Arghandab. The Helmand and Arghandab are the most important. Both rivers are impassable in winter and in the beginning of spring.

Kandahar—Elevation 1141 metres.

Kandahar-Kabul. Distance 509 kilometres. Duration of trip 2 days. The cost of hire of a car from Herat to Kabul is about 2000 Rials. About 7 to 8 hours ride from Kandahar is a village called Moghur where there is a hotel (the night is usually spent here). From Moghur to Kabul the road traverses mountainous country. The trip is made in about 8 hours.

Kabul—Capital of Afghanistan.

Embassies and Legations Great Britain-France-Germany-Italy - Iran-Soviet Russia and Turkey.

Kabul-Peshawar. Distance 396 kilometres. Duration of trip about 12 to 14 hours. Improved road.

On this trip the night must be spent at Jalal Abad, where hotel accommodation is available.

Dakka—Afghan frontier; Passport and Customs Offices. Turkham-30 kilometres from Dakka. Indian frontier. Passport and Customs offices.

The cost of the hire of a car from Kabul to Peshawar is about 200 Rupees.

From Peshawar by railroad to any town in India.

General Information: There are no telegraph stations along the road from the Iranian border to India through Kabul, with the exception of the following cities; Herat, Kandahar and Kabul.

The Iranian silver currency Rial is accepted in all western parts of Afghanistan.

R O U T E 38.

Mashhad—Qouchan—Bajgiran

Total distance 245 kilometres

A very good road. Duration of the journey is usually made in 6 to 8 hours by car.

Km. 0. Mashhad—See Route 6.

Km. 57 Chenaran—Large village. The shops.

Telegraph—Telephone—Post.

Km. 155 Qouchan—Elevation 1460 metres. Population about 25,000.

The town is situated in a mountainous district and has been destroyed by earthquake several times.

About 18 kilometres distant is the old town of Qouchan.

During the reign of Qazan Khan a Buddhist Pagoda was built there. Near the town there is a hill known as «Nader Tappeh» where Nader Shah Afshar was assassinated in 1160 Hejry.

Telegraph—Telephone—Post.

Km. 200 Emamgholi—Large village. The road branches here to Lotf Abad.

Km. 243 Bajgiran—Population about 7000. The town lies on the Iranian side of the Irano-Russian frontier.

Telegraph—Telephone—Post.

Km. 245 Iranian Frontier.

From here there is a passable road to **Askabad** [distance about 40 kilometres].

R O U T E 39.

Qouchan—Lotf Abad

Total distance 145 kilometres.

The major portion of this road is good, the last stage, for about 40 kms. may become impassable during wet weather.

Km. 0 Qouchan—See Route 38.

• **45 Emamgholi**—See Route 38.

• **145 Lotf Abad**—Village situated on the Irano-Russian frontier.

Villages on this road are;

Km. 56 Injeh

• **102 Dedanlou**

• **124 Mohamad Abad**

R O U T E 40.**Qouchan—Bandar Shah****Km. 0 Qouchan**

- » 75 Shirvan
- » 150 Bojnourd
- » 313 Maraveh Tapeh
- » 440 Gonbad Qabous
- » 548 Bandar Shah

Km. 0 Qouchan—See Route 38

This road is passable only during dry weather,

Km. 75 Shirvan—Elevation 1051 metres situated to the north west of Qouchan Its woolen clothes are very famous.

Telegraph—Telephone—Post.

Km. 150 Bojnourd—This town has a very old citadel and many remains of ancient buildings.

The climate of this district is very mild with many rivers and streams.

Tobacco and cotton are grown here in abundance. Its natural produce is the gum tragacanth which is plentiful.

Telegraph—Telephone—Post.

From here to Maraveh Tapeh the journey could be made in 5 to 6 hours.

Km. 313 Maraveh Tapeh—A new town built recently.

Km. 440 Gonbad Qabous—A very small town. The tomb of Qabous Vashmgir is here.

Km. 548 Bandar Shah—See Route 13.

Villages on this road are:

Km. 109 Sissab

- » 132 Hessar
 - » 191 Darband
 - » 263 Torogh Building
 - » 365 Qapan
-

ROUTE 41.

Juymand—Yazd.

Distance 795 kilometres

Km. 0 Juymand

- » 103 Ferdows
- » 318 Tabass
- » 795 Yazd

This is the shortest route connecting the province of Khorassan with Central Iran. The road is under construction in both directions, in the south from Yazd to Tabass and in the north from Juymand to Ferdows (formerly Tun). This road can be traversed by touring cars in 2 to 3 days.

Km. 0 Juymand—See Route 6.

Post.

Km. 103 Ferdows—This town is very old and is supposed to have been built during the Mongol reign. Some of its buildings resemble the Chinese

style as well as its old name (Tun).

Km. 318 Tabass—Elevation 552 metres situated in a valley between two mountains.

The principal products of this district are dates, tobacco, oranges and opium which are grown here in large quantities.

Km. 795 Yazd—See Route 7.

Villages on this road are;

Km. 51 Bajestan

„ 215 Dehmuk

„ 376 Robat Kur

„ 459 Robat Khan

„ 549 Shourab

„ 562 Hemat Abat

„ 615 Allah Abad

„ 699 Shahr No

R O U T E 42.

Kerman—Shahdad

Distance 193 kilometres.

This road is fairly good.

Km. 0 Kerman—See Route 7.

Km. 101 Shahdad—A very small town. Elevation 490 metres.

The climate is very hot. Its principal products are dates, henna and orange varieties.

R O U T E 43.**Kerman—Said Abad—Shiraz***Distance 614 Kilometres.*

The road becomes impassable during wet weather.

Km. 0 Kerman—See Route 7.

Km. 186 Said Abad—Capital of the district of Sirjan. About 8 kilometres distant is the old town of Sirjan which used to have many palaces and mosques built during the reign of Al-Buyeh. Due to the scarcity of timber the ceilings of houses here were built by brick.

In those days it possessed eight gates, two meidans [old and new] and between these a big mosque. Near one of the gates there stood a palace known as "Babe Hakem" built during the reign of Azed-od-Dowleh Deilami.

During the reign of the Abbasi Khalifs this town was the capital of the province of Kerman. It stood the onslaught of Teimour's army for two years, but was at last surrendered because of famine when it was destroyed and never regained its importance again.

Km. 386 Neiriz—Population about 23,000.

This district is known for its iron and lead mines. Fruit is the most important item of export.

Km. 614 Shiraz—See Route 9.

R O U T E 44.**Shahrud—Gorgan***Total distance about 195 kilometres*

This eventually will be a very important route from the commercial point of view as well as for the pilgrims going to Mashhad.

Km. 0 Shahrud—See Route 6.

Km. 195 Gorgan—(Formerly Estrabad) Elevation 110 metres. Population about 39,875. Gorgan is the capital of the province of Gorgan and the seat of the Governor. The majority of the inhabitants of this region are Torkamans.

During the reign of Safavi Kings this town was repeatedly plundered and became ruinous. During the reign of Nader Shah a wall was built around it which was repaired during the Qajar dynasty.

Many old mosques and schools are to be found in this town. The houses here are built of stone due to rainy weather that is prevalent in this district.

Gorgan, owing to its situation and the roads passing through it in all directions has been of importance from the commercial point of view and is a very fertile country without proper means of irrigation. It is about 2 hours distant from the port

of Bandar Gaz (See Route 13) in dry weather.

The road from Gorgan to Bandar Gaz crosses a desert of silt soil.

Telegraph—Telephone—Post.

Consulate: Soviet,

R O U T E 45.

Bam—Shourab

Total distance 263 kilometres.

A second class road which can be traversed in about 8 to 10 hours by car.

Km. O Bam—See Route 7.

„ **263 Shourab**—Large village. From here the road branches off to Iranshahr.

Villages on this road are:

Km. 33 Vakil Abad

„ **95 Rahmat Abad**

„ **130 Chah Malek**

„ **227 Samsur**

Other roads in the province of Kerman are only passable in dry weather.

R O U T E 46.

Shiraz—Bandar Lengeh

Total distance 653 kilometres.

Second class road which can be traversed in about 2 days by car.

Km. 0 Shiraz—See Route 9.

„ **91 Khafr**—Large village.

„ **192 Jahrom**—Small town with about 4000 inhabitants.

The principal products of this district are: Opium, cotton, tobacco, wheat, barley, and dates. The dates are well reputed for their high quality. It is said that each tree bears about 540 kilogrammes of this fruit each year.

48 kilometres distant from the town is the old castle of Tabar.

Post Office.

Km. 264 Jovim—Small town.

Km. 372 Lar—A very old town with about 15,000 inhabitants. There are few ruins and ancient castles around the town about each of which many legends are current among the people of this region.

The most important items of production in this district are: Tobacco, mustard, dates and cotton.

Fish is the principal food of the inhabitants.

Post Office.

Km. 489 Basstak—Large village.

Post Office.

Km. 653 Lengueh—Situated on the Persian Gulf

is the centre of the pearl trade. (See also Route 50).

Post Office.

Villages on this road are:

Km. 173 Qotb Abad

- » 249 Razak
 - » 282 Bonarud
 - » 338 Dehkou
 - » 387 Senokhod
 - » 419 Sardasht
 - » 463 Sheikh Hozour
 - » 536 Massou
 - » 619 Champeh
-

R O U T E 47.

Shiraz—Taleh Khossrovi

Total distance 194 kilometres.

Second class road which can be traversed in 7 to 8 hours by car.

Km. 0 Shiraz—See Route 9.

Km. 97 Ardekan—Very small town.

Telegraph—Post

Km. 194 Taleh Khossrovi—Large village with about 1500 inhabitants.

Telegraph—Post.

Villages on this road are:

- Km. 43 Golestan**
• 65 Sangar
• 127 Kamhar
• 151 Gardaneh Sefid
-

ROUTE 48.

Kazeroun—Ahvaz

Total distance 568 kilometres.

It is a second class road up to Behbahan; the rest is passable only in dry weather.

Km. 0 Kazeroun—See Route 9.

Km. 52 Sarab Bahram—Near this place there is a bas-relief of Bahram Gur Sassani. Here is a very good hunting ground.

Km. 71 Fahlian—Small town.

About 6 kilometres before reaching this town there is a large fortress called «Ghaleyieh Sefid» (The White Fortress) built on the summit of a 3000 metres mountain with four roads and paths leading in different directions.

The road from here to Behbahan is extremely difficult.

Km. 219 Behbahan—Small town. The climate is very hot in summer and rather mild in winter.

Telegraph—Post.

Km. 434 Ramhormoz—Small town,

Telegraph—Post.

Km. 568 Ahvaz—See Route 5.

Villages on this road are:

Km. 105 Galeh Kaberat

„ **142 Emamzadeh Jaffar**

„ **187 Lishtar**

„ **281 Parnan**

„ **362 Kalif Abad**

„ **532 Malassani.**

R O U T E 49.

Shiraz—Jahrom [via Fassa]

Total distance 219 kilometres

A second class road which can be traversed in 7 to 8 hours by car,

Km. 0 Shiraz—See Route 9.

Km. 87 Sarvestan—Large village with about 2000 inhabitants.

Post Office.

Km. 148 Fassa—The old and small town of Fassa exists from the time of the Achaemenians. At a distance of 24 kilometres the remains of a temple consisting of several sculptures carved on the rock and few columns can be seen.

Km. 219 Jahrom—See Route 46.

Villages on this road are:

Km. 44 Maharlou

- » 111 Bidak
 - » 177 Kapeh Sangui
 - » 200 Qotb Abad.
-

R O U T E 50.**Boushehr—Bandar Lengeh**

A new coastal road from Bushehr to Lengeh was begun in September 1934 and opened in the beginning of 1935. Its total distance is 723 kilometres which is levelled and passable for motor traffic. On the average a car can attain a speed of about 24 kilometres an hour on this road.

For the perfection of this road several bridges and culverts have to be built.

On the whole the engineering of the road has been carried out on good technical basis, and when the construction is completed, it will be an ideal route.

Owing to the lack of bridge over Khor Ziarat cars must be forded through the river by labourers.

The following ports are situated on the road:-

Delvar	Asslu
Ladar	Shiv
Domguaz	Mogham
Diar	Charak

Kongan	Hassineh
Tombak	Maghou
Tahery	Bostanak
Pouzeh	Shenass

With several other small places between them.

This road may eventually be extended to Bandar Abbas, a distance of about 204 kilometres, which is now a natural road and could be easily levelled in certain spots.

ROUTE 51.

Tehran—Qeshlagh—Semnan

Total distance 226 kilometres.

Passable road which can be traversed in 6 to 7 hours by car in dry weather.

Km. 0 Tehran—See Route 1.

Km. 71 Eivanekey—Small town. The Trans-Iranian railway passes through this town

Telegraph—Telephone—Post.

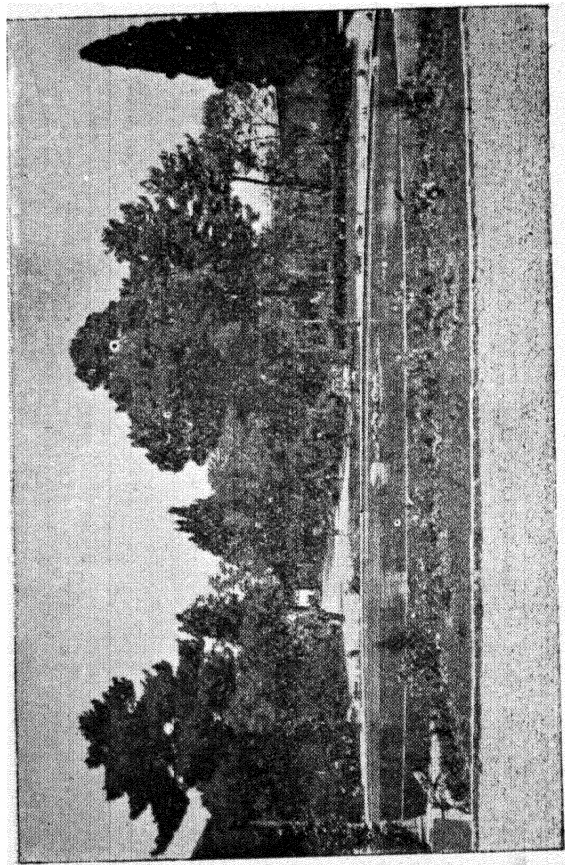
Km. 107 Qeshlagh—Large village.

Km. 226 Semnan—See Route 6.

ROUTE 52.

Esfahan—Hamadan

Total distance 472 Kilometres.



The Garden of the Ministry of Public Instructions

A good road lately improved. The journey can be made in 11 to 13 hours by car.

Km. 0 Esfahan—See Route 9

Km. 27 Najaf Abad—Large village

Telegraph—Telephone—Post.

Km. 122 Damineh—Large village.

Post.

Km. 153 Khonsar—Small town well known throughout Iran for its sweetmeat called «Gaz». Can be purchased in every town of Iran.

Elevation 2631 metres. Population about 15,000.
Telegraph—Telephone—Post.

Km. 182 Golpaegan—Elevation 2030 metres.
Population about 17,000.

The seat of the Governor for this district.

Telegraph—Telephone—Post.

Km. 222 Khomein—Elevation 2270. Population about 7000.

Telegraph—Telephone—Post.

Km. 288 Soltan Abad—See Route 5.

Km. 386 Malayer—(Dowlat Abad) See Route 5.

Km. 410 Jowkar—Large village.

Km. 472 Hamadan—See Route 4.

ROUTE 53.

Yazd—Sourmagh

Total Distance 252 kilometres.

The major portion of this road becomes impassable in wet weather.

Km. 0 Yazd—See Route 8.

Km. 29 Taft—Village.

Km. 71 Aliabad—Village.

Km. 303 Abarqu—Small town with tropical climate. The principal items of production are: wheat, barley, tobacco, opium and cotton.

Km 252 Sourmagh—Small town.

Post Office.

CHAPTER XI

TABLE OF DISTANCES

TABLE OF DISTANCES
1. Tēhṛan-Pahlavi

Tehran—Qazvin	147	kilometres
Qazvin—Rasht	193	„
Rasht — Pahlavi	39	„
	<hr/>	
	379	kilometres

2. Tēhṛan-Tabríz

Tehran—Qazvin	147	kilometres
Qazvin—Zanjan	176	„
Zanjan—Mianaj	126	„
Mianaj—Tabriz	177	„
	<hr/>	
	626	kilometres

3. Tēhṛan-Khossrovi

Tehran—Qazvin	147	kilometres
Qazvin—Hamadan	236	„
Hamadan—Kermanshah	186	„
Kermanshah—Qassr Shirin	22	„
	<hr/>	
	776	kilometres

4. Tēhṛan-Mohammareh

Tehran—Qom	147	kilometres
Qom —Soltan Abad	137	„
Soltan Abad—Malayer	98	„
Malayer—Boroujerd	57	„

Boroujerd—Khorram Abad	111	kilometres
Khorram Abad—Deztul	257	»
Deztul — Shush	28	»
Shush — Ahvaz	152	»
Ahvaz — Mohammareh	120	»
	<hr/>	
	1107	kilometres

5. Tehran-Bushehr (Via Delijan)

Tehran—Qom	147	kilometres
Qom —Esfahan	268	»
Esfahan—Abadeh	204	»
Abadeh —Shiraz	276	»
Shiraz —Kazerun	119	»
Kazerun—Bushehr	166	»
	<hr/>	
	1180	kilometres

6. Tehran-Bandar Abbas

Tehran—Qom	147	kilometres
Qom —Kashan	105	»
Kashan—Natanz	75	»
Natanz —Naein	167	»
Naein —Yazd	178	»
Yazd —Kerman	370	»
Kerman—Bandar Abbas	501	»
	<hr/>	
	1543	kilometres

7. Tehran-Mashhad

Tehran—Firuzkuh	141	kilometre.
Firuzkuh—Semnan	80	"
Semnan —Dameghan	118	"
Dameghan—Shahrud	71	"
Shahrud —Sabzevar	273	"
Sabzevar —Neishabur	119	"
Neishabur —Mashhad	117	"
	<u>919</u>	kilometres

8. Tehran-Gorgan

Tehran—Shahi	243	kilometres
Shahi —Sari	21	"
Sari —Ashraf	48	"
Ashraf —Bandar Shah	70	"
B. Shah —Gorgan	37	"
	<u>419</u>	kilometres

9. Tehran-Shahi-Rasht

Tehran—Shahi	243	kilometres
Shahi —Babol	30	"
Babol —Mashhad Sar	18	"
Mashhad Sar—Noshahr	107	"
Noshahr—Chalus	8	"
Chalus —Shahsavar	53	"
Shahsavar—Ramsar	30	"
Ramsar —Roudesar	45	"
Roudesar —Languerud	15	"

Languerud—Lahijan	114 kilometres
Lahijan —Rasht	57
	<hr/>
	606 kilometres

In Azerbaijan

10.	Tabriz—Jolfa	135 kilometres
11.	Tabriz—Ahar—Ardebil	322 „
12.	Tabriz—Astara	122 „
13.	Tabriz—Maragheh	132 „
14.	Do Raheh Bonab— Savojbolagh	100 „
15.	Savojbolagh—Rezaeyeh	126 „
16.	Rezaeyeh—Khoy	140 „
17.	Mianaj—Harow Abad	109 „
18.	Tazeh Kand—Danalou	7 „
19.	Heidar Abad—Gaduk Sheikh	82 „
20.	Rezaeyeh—Galman Khaneh	21 „
21.	Khoy—Jolfa	79 „
22.	Khoy—Avajigh	134 „
23.	Marand—Do Rah Khoy	80 „
24.	Khoy—Makou	135 „
25.	Makou—Arablar	55 „

In Kordestan

26.	Sanandaj—Hamadan	170 kilometres
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7.	Sanandaj—Kermanshah	150	kilometres
28.	Sanandaj—Marivan	120	»
29.	Sanandaj—Saghez— Savojbolagh	283	»
30.	Saghez—Baneh— Sardasht	126	»
31.	Saghez—Boukan	36	»
32.	Savojbolagh—Boukan	64	»
33.	Miandoab—Boukan	59	»

In Kermanshahan.

34.	Kermanshah—Nosoud	172	kilometres
35.	Shah Abad—Ilam— Mehran	234	»
36.	Sar Cheleh—Guilan	42	»
37.	Guilan—Qassr Shirin	60	»
38.	Bisotun—Khorram Abad	166	»
39.	Kangavar—Jowkar	74	»

In Lorestan & Khouzestan.

40.	Malayer—Hamadan	86	kilometres
41.	Oshtornian—Nahavand	34	»
42.	Khorram Abad—Borou- jerd	101	»
43.	Khorram Abad—Tarhan	80	»
44.	Ahvaz—Behbahan	349	»
45.	Ahvaz—Banitorof	91	»
46.	Ahvaz—Falahieh	120	»
47.	Ahvaz—Darkhazineh—		

	Massjedeh Soleiman	138 kilometres
48.	Ahvaz—Haftguel— Massjedeh Soleiman	175 »

In Fars & Southern Ports

49.	Shiraz—Ardekan— Taleh Khossrovi	194 kilometres
50.	Shiraz—Bushehr	271 »
51.	Kazerun—Fahlian— Behbahan	219 »
52.	Shiraz—Jahrom—Lengueh	653 »
53.	Shiraz—Fassa—Jahrom	219 »
54.	Shiraz—Neiriz	228 »
55.	Sahl Abad—Estehbanat	42 »
56.	Sahl Abad—Fassa	66 »
57.	Bushehr—Lengueh	696 »

In Kerman & Mokran.

58.	Kerman—Bam—Khash	332 kilometres
59.	Kerman—Shahdad	101 »
60.	Chah Malek—Khash—Jaloq	505 »
61.	Zahedan—Qaen	604 »
62.	Dorah Hormak—Zabol	130 »
63.	Zahedan—Mirjaweh—Khash	205 »
64.	Zahedan—Bam	356 »
65.	Khash—Qaleh Zaboli	120 »
66.	Shourab—Bampour— Iranshahr	153 »

67. Khash - Karevandar —
Iranshahr 150 kilometres

In Khorassan

68. Mashhad—Bajgiran 245 kilometres
69. Mashhad—Qouchan 155 „
70. Qouchan—Gonbad Qabous 440 „
71. Gonbad Qabous—Bandar
Shah 108 „
72. Mashhad—Qaen 402 „
73. Mashhad—Kariz 229 „
74. Kariz—Afghan frontier 21 „
75. Mashhad—Sarakhs 193 „
76. Sarakhs—Pol Khatoun 72 „
77. Sarakhs—Blan 144 „
78. Qouchan—Lotf Abad 100 „
79. Juymand—Ferdowss 103 „
80. Ferdowss—Tabass 215 „

In Mazanderan.

81. Mahmoud Abad—Amol 21 kilometres
82. Amol—Babol 32 „
83. Shahi—Kia Kola 33 „
84. Shahsavar—Khorram Abad 6 „

In Guilan

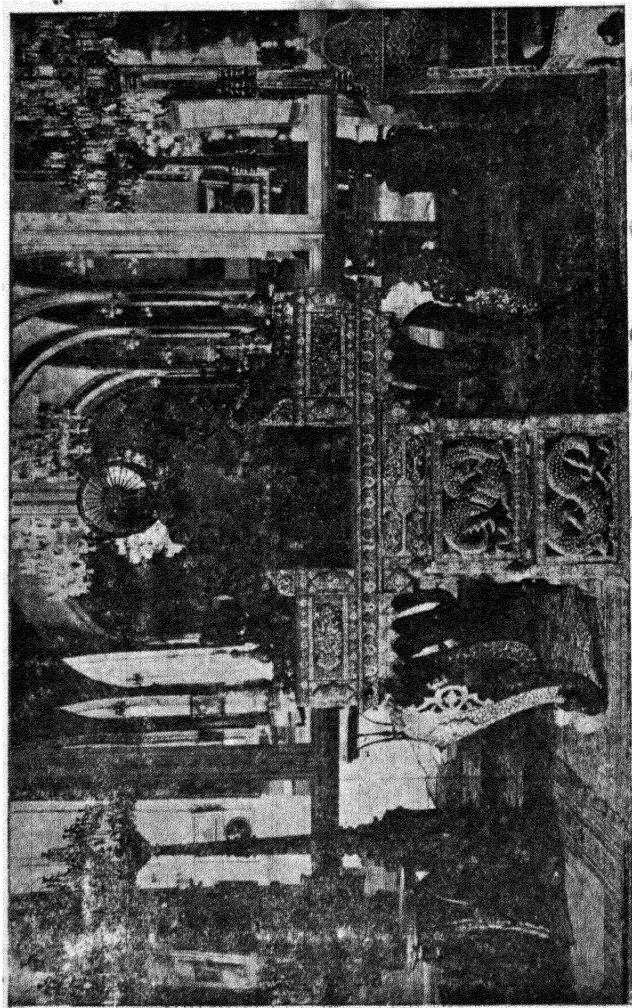
85. Rasht—Astara 173 kilometres
86. Rasht—Pileh Bazar 8 „
87. Rasht—Herow Abad 137 „

In Tehran.

88.	Tehran—Chaluss	210 kilometres
89.	Tehran—Shemshak	59 „
90.	Tehran—Eivanekey— Semnan	226 „
91.	Tehran—Varamin	42 „

In Qom and Esfahan.

92.	Delijan—Khomein	78 kilometres
93.	Natanz—Murcheh Khort	77 „
94.	Esfahan—Golpayegan— Soltan Abad	288 „
95.	Esfahan—Naein	159 „
96.	Yazd —Sourmagh	252 „
97.	Yazd —Tabass	477 „



The Peacock Throne

CHAPTER XII

IRANIAN VOCABULARY

IRANIAN VOCABULARY

Iranian	Farsi
Iranian	Irani
Do you speak Iranian?	Shoma Farsi harf mizanid ?
I speak very little	Man kheili kam harf mizanam.
I do not understand	Man nemi fahmam.
Please speak slowly	Tamanna daram yavash hart bezanid
Yes	Baleh.
No	Kheir.

Salutations

Good morning	Salamon Aleikom
Good afternoon	» »
Good evening	» »
Good bye	Khoda hafez or Marhematé shoma ziad.
How are you	Ahvaleh shoma chetorast.
Very well thank you	Moteshakeram khoob ast.
Not well	Khoob nist
I beg your pardon	Bebakh-shid

Colours.

Red	Qermez
White	Sefid
Green	Sabz

Black	Siah
Blue	Abi
Purple	Arghevani
Yellow	Zard

Shopping.

What is the price of	
this ?	Qeimat in chand ast ?
It is too expensive	In kheili gueran ast.
Rug	Qalicheh
Carpet	Gali
Antique	Antique
Old	Kohneh
New	No
Where is this made?	In sakht koja ast ?
Zari	Brocade
I shall pay you only..	Man faqat. midaham.
I shall not take it	Man inra bar nemidaram

Countries.

Belgium	Belgik
France	Franseh
England	Engliss
Italy	Italia
Dutch	Holland
Sweden	Sued
Swiss	Suiss
Greece	Yunan

Iraq	Aragh
Poland	Lohestan
America	Emrica
Syria	Sourish
Turkey	Torkieh

Season-Weather-Time-Date

Spring	Bahar
Summer	Tabestan
Autumn	Paez
Winter	Zemestan
Cloud	Abr
Weather	Hava
Sun	Aftab
Sunshine	Aftab
Rain	Baran
Snow	Barf
Ice	Yakh
Cold	Sard
Warm	Garm
Hail	Tagarg
Hot	Dagh
Time	Vaght
What time is it?	Sa'at chand ast?
What is today?	Emruz cheh ruz ast?
Today	Emruz
Tomorrow	Farda
Tonight	Emshab
Noon	Zohr

Evening	Shab
Morning	Sobh
Afternoon	Bad az zohr
Yesterday	Diruz
Day before yesterday	Pariruz
Day after tomorrow	Pas tarda
Now	Al'an or hala
Ago	Pish
After	Ba'ad or digar
When	Kei
Hour	Sa'at
Half an hour	Nim sa'at
One hour	Yek sa'at
One o'clock	Sa'ateh Yek
Midnight	Nesfeh Shab
Half past three	Seo nim
Quarter past two	Do'o rob'e
Quarter to four	Chaharo rob'e kam
Minute	Daghigheh
Second	Saniyeh
Clock or watch	Sa'at divari or-Sa'at Jibi
First	Aval
Second	Dovom
Third	Sevom
Tenth	Dahom
Week	Hafteh
Day	Ruz
Holiday	Ta'til
Next day	Ruze Ayandeh

Days of the Week .

Saturday	Shanbeh
Sunday	Yek Shanbeh
Monday	Do Shanbeh
Tuesday	Seh Shanbeh
Wednesday	Chahar Shanbeh
Thursday	Panj Shanbeh
Friday	Jom'eh

Clothing and Toilet Articles

Clothes	Lebass
Hat	Kolah
Shoes	Kafsh
Coat	Kot
Trouser	Shalvar
Shirt	Pirahan
Under Shirt	Zir pirahan
Pants	Zir Shalvar
Underwear	Zir push
Handkerchief	Dastmal
Necktie	Kravat
Collar	Yakheh
Sock	Jurab
Overcoat	Palto
Gloves	Dastkesh
Cane	Assa
Purse	Keef
Button	Dogmeh

Pocket	Jib
Eye Glass	Eynak
Umbrella	Chatr
Raincoat	Barani
Boot	Chekmeh
Rubber Shoes	Galosh
Belt	Kamar band
Braces	Band shalvar
Mirror	Ayneh
Comb	Shaneh
Brush	Bross
Towel	Holeh
Soap	Sabun
Perfume	Atr
Tooth Paste	Khamir dandan
Powder	Poudre
Table	Miz
Suspenders	Bandeh Jurab
Candle	Sham
Chair	Sandali
Rug	Ghali
Carpet	Ghalicheh
Lamp	Cheragh
Dish, plate	Boshghab
Knife	Kard
Fork	Changal
Napkin	Dastmal sofreh
Flower pot	Goldan
Sofa	Sofa
Wardrobe	Dulab cheh

Table cloth	Ru mizi
Bed	Takhteh khab
Bedding	Rakhteh khab
Blanket	Patu
Cushion	Balesh
Matress	Doshak
Cover	Lahaf
Bed sheet	Malafeh
Slipper	Rahati
Ash tray	Jai cigari
Tray	Sini

Food-Fruits and Drinks

Food	Khorak, Ghaza
Bread	Nan
Cheese	Panir
Tea	Chai
Coffee	Ghahvieh
Milk	Shir
Butter	Kareh
Honey	Assal
Jam	Moraba
Salt	Namak
Pepper	Felfel
Flour	Ard
Mustard	Khardel
Flower	Gol
Bouquet	Dasteh Gol
Peach	Holu

Meat	Gusht
Mutton	Gushteh bareh
Beef	Gushteh gav
Veal	Gushteh gusaleh
Sugar	Ghand
Water	Ab
Ice	Yakh
Ice Cream	Bastani
Vegetables	Sabzi
Cucumber	Khlar
Potato	Sib zamini
Tomato	Gojeh farangi
Melon	Kharbozeh
Pears	Golabi
Apple	Sib
Grapes	Angur
Apricot	Zardalu
Water Melon	Hendevaneh
Pistachio	Pesteh
Wine	Sharab
Lemonade	Limonad
Soda	Sifon
Whisky	Visky
Cognac	Cognac

In Hotels or Cafes

Hotel	Hotel or Mehman Khaneh.
Cafe	Café
Tea shop	Ghahvé Khané

Tea
 Room
 One Person
 Hot Water
 Cold water
 Boiled Water
 Wood
 Key
 Bell
 Noise
 Porter
 Where is the toilet?
 Where is the post office?
 Where is the telegraph office?
 I want a large bed for two
 I want a room with two beds

Chai
 Otagh
 Yek nafar
 Abé Garm
 Abé sard
 Abé jushidé
 Chub
 Kelid
 Zang
 Seda
 Hamal, Darban
 Mabal kojast?
 Post Khaneh kojast.?
 Telegraph Khaneh kojast?
 Man yek otagh bozorgeh do nafari mi-
 khabam.
 Man yek otagh ba do takht khab mikha-
 ham.

What is the price of this room?
 Have you running water in your rooms?
 On the second floor
 Where is the telephone?
 Please ask Mr. . . . on the telephone

Show me another room
 I want new bed sheets
 Give me another blanket
 Give me a peg of water
 Give me a towel
 Where can I buy?

Send the servant/maid to my room
 Kindly post this letter
 Have you a garage?
 Please have my shoes cleaned
 Please have this suit pressed

Qeimat in otagh chand ast?
 Abe jari dar otagh ha hast?
 Dar tabaghieh dovom.
 Telephone koja ast?
 Khahesh daram aqae . . . paieh telephon-
 bekhahid.

Otagh digar neshan bedahid.
 Man malafeh now mikham
 Yek patuieh digar ham bedahid.
 Yek gilass ab bedahid
 Holeh bedeh.

Koja mitavanam bekharam
 Nowkar/kolfat ra beferestid be otagh man
 In kaqaz ra be post bedahid.
 Garage darid?
 Kafsh mara khahesh daram pak konid
 Khahesh daram lebasseh mara bedahid
 otu nemayand.

I need it very quickly	Kheili zud lazem daram.
Please have my laundry washed at once	Rakhteh mara bedahid fory beshuyand
I am hungry	Man goresneh hastam
I am thirsty	Man teshneh hastam
I have no appetite	Man eshteha nadaram
Please send the breakfast to my room	Nashta'ieh mara be otagham biavarid.
At what time is lunch or dinner ready	Nahar ya sham cheh vaqt hazer mishavad.
Give me the menu	Sourateh qaza ra biavarid,
Pork	Gousht khook
Boiled eggs	Tokhm Morghe ab paz
Fried eggs	Nimru
Pickles	Torshi
French coffee	Qahvieh faransavi,
Turkish coffee	Qahvieh torki
Coffee with milk	Qaveh ba shir
Salad	Salad
Soup	Soup
Mustard	Khardel
Dessert	Desser
Pastry	Nan shiriny
Sweets	Shiriny
Orange	Portoqal
Bottle	Botry
Red wine	Sharab Qermez
White wine	Sharab sefid
Beer	Abe jo

Dirty	Kassif
Clean	Pak, Tamiz
Newspaper	Ruznameh
Fire	Atesh
Egg	Tokhmeh morgh
Chicken	Jujeh
Fish	Mahi
Vinegar	Serkeh
Olive	Zeitun
Oil	Roghan
Salt	Namak
Pepper	Felfel
Glass	Estekan
Fork	Changal
Spoon	Ghashogh
Knife	Kard
Lamp	Cheragh
Soap	Sabun
Towel	Howleh
Bill	Surat Hessab
Waiter	Pish Khedmat
Maid	Baji or Kolfat
Stove	Bokhari
Coal	Zoghal Sang
Charcoal	Zoghal
Bath	Hamam
Dinner	Sham
Lunch	Nahar
Breakfast	Chaei Sobh

Caviar	Khaviar
Small	Kuchek
Large	Bozorg
Bring me	Biavar
Take this	In ra begir
Take this away	In ra bebar
I Want a Room	Man yek Otagh mikhaham
Give me the bill	Surat Hessab bedahid
Garage	Garage
Where is the American Legation?	Sefarateh Emrica Koja ast ?
Consulate	Qonsulgari

Administrations

Office	Edareh
Ministry	Vezaret Khaneh
Post office	Post Khaneh
Telegraph office	Telegraph Khaneh
Police office	Nazmieh
Road Guard	Amnieh
Foreign Affairs	Vezarateh Kharejeh
Finance	Malieh
Communications	Torogh
Commerce	Tejarat
Chamber of commerce	Otagheh Tejarat
Industries	Sena'at
Agriculture	Felahat
War	Jang
Customs	Gomrok

Quarantine
Justice

Gharantineh
Adlieh

Personalities

Minister	Vazir
Court	Darbar
Prime Minister	Raissol Vozara
Chief of Cabinet	Raiss Cabinet
Under secretary	Moaven
Director or Manager	Raiss
Deputy	Vakileh Majless
Lawyer	Vakil
Doctor	Doctor
Judge	Ghazi
Merchant	Tajer
Governor	Hakem or Hokumat
General	Sartib
Colonel	Sarhang
Major	Sar Gord
Captain	Sarvan
Bank	Bank
Museum	Muzeh
Church	Kelissia
Square	Meidan
Ruins	Kharabeh
Street	Khiaban
Number	Nomreh
Book seller	Ketab Foroush
Hair dresser	Salmani

Cut my hair short	Sareh mara kutah bezanid
Lieutenant	Setvan
Clerk	Monshi
Interpreter	Motarjem
Servant	Nokar
Messenger	Farash
Cook	Ashpaz
Maid	Kolfat
Drug store	Dava Khaneh

Geographical Terms

Mountain	Kuh
Road	Rah
Mountainous	Kuhestani
River	Rud or Rudkhaneh
City	Shahr
Town	Shahr
Village	Deh or Dehat
Hill	Tappeh
Sea	Daria
Ocean	Oghyanuss
Forest	Jangal
Tree	Derakht
Valley	Dareh
Gorge	Tangeh
Plain	Dasht
Desert	Sahra
Lake	Daryacheh

Smokes

Cigarette	Cigar
Cigar	Cigar Bargi
Pipe	Chopogh, pip
Tobacco	Tutun
Match	Kebrit
Mild	Molayem
Strong	Tond
Package	Basteh

Prepositions-Adverbs - Adjectives

A	Yek
To	Beh
From	Az
For	Brayeh
With	Ba
In	Tuyeh
On	Ruyeh
This	In
That	An
Where	Koja
Who	Ki
Here	Inja
There	Onja
Nice	Qashang
Ugly	Bad tarkib
Good	Khub
Bad	Bad
Sweet	Shirin

Sour	Torsh
Bitter	Talkh
Salty	Namaky, shoor
Long	Deraz
Short	Kutah
Big	Bozorg
Large	Pahn
Small	Kuchek
Little	Kam or Kuchek
Hard	Sakht or Seft
Soft	Narm
Difficult	Moshkel
Easy	Assan
Clear	Vazeh
Cheap	Arzan
Expensive	Geran
Old	Kohneh
More	Bishtar
Less	Kamtar
Nothing	Hich
What else	Che chizeh digar
Until	Ta
Quick	Zud
Immediately	Foran or fori
Perhaps	Shayad
Still	Liken
Again	Baz ham
Enough	Kafi ast or Bass ast
If	Agar
Far	dur

Near	Nazdik
Early	Zud
Late	Dir
Because	Barayeh che
But	Vali
Without	Bi
New	Tazeh
Cold	Sard
Warm	Garm
Hot	Dagh
How	Chotor
Many	Ziad
How many	Chand ta
Besides	Be alaveh
However	Har chand
Therefore	Pass or Bana Barin
None	Hich yek
Never	Hargez
Always	Hamisheh
When	Kei or chevaght
All right	Bessiar khub
Why	Chera
Because	Brayyeh inkeh
All	Hameh
Nobody	Hichkass

Animals-Birds-Insects

Cat

| Gorbeh

Dog	Sag
Mouse	Moush
Fly	Magass
Mosquito	Pasheh
Sandfly	Pasheh khaki
Horse	Assb
Donkey	Olagh
Gazelle	Ahu
Rabbit	Khar gush
Cow	Gav
Calf	Gussaleh
Sheep	Gussfand
Lamb	Bareh
Goat	Bozghaleh
Goose	Ghaz
Turkey	Bughalamun
Partridge	Kabk
Camel	Shotor
Lion	Shir
Tiger	Babr
Bear	Kherss
Pig	Khuk
Serpent	Mar
Scorpion	Aghrab
Animal	Heivan
Bird	Parandeh
Insects	Hasharat
Fish	Mahi
Duck	Morgabi
Bee	Zanbur

I	Man
You	Shoma
He-she	Ou
We	Ma
You	Shomaha
They	Onha
My hat	Kolahieh man
Your hand	Dasteh shoma

Verbs

To do	Kardan
To have	Dashtan
To be	Boudan
To give	Dadan
To get	Gereftan
To go	Raftan
To come	Amadan
To eat	Khordan
To drink	Khordan or nushidan
To talk	Sohbat kardan
To speak	Harf zadan
To see	Didan
To walk	Rah raftan
To sit	Neshestan
To ride	Savar shodan
To stand	Boland shodan
To say	Goftan
To arrive	Ressidan
To buy	Kharidan

To sell	Forukhtan
To take	Gereftan
To play	Bazi Kardan
To read	Khandan
To write	Neveshtan
To look	Negah Kardan
To wash	Shostan
To bring	Avordan
To sleep	Khabidan
To wake up	Boland shodan
To bathe	Hamam gereftan
To pack	Bastan
To start	Harekat kardan
To stop	Mandan
To begin	Shoru kardan
To laugh	Khandidan
To rest	Rahat kardan
To visit	Tamasha kardan or Molaqat Kardan
To show	Neshan dadan
To pay	Pul dadan
To receive	Daryaft kardan
To answer	Javab dadan
To question	So'al kardan
To hope	Omidvar budan
To regret	Atssuss khordan
To shout	Faryad kardan
To drive	Randan
To open	Baz kardan
To close	Bastan

To tip	An'am dadan
To find	Peida kardan
To finish	Tamam kardan

To be - *Budan*

Present	Past
Man hastam	Man budam
To hasti	To budi
Ou hahst	Ou bud
Ma hastim	Ma budim
Shoma hastid	Shoma budid
Onha hastand	Onha budand

Future

Man khaham bud
 To khahi bud
 Ou khahad bud
 Ma khahim bud
 Shoma khahid bud
 Onha khahand bud

To have - *Dashtan*

Man daram	Man dashtam
To dari	To dashti
Ou darad	Ou dasht
Ma darim	Ma dashtim
Shoma darid	Shoma dashtid
Onha darand	Onha dashtand

Man khaham dasht
 To khahi dasht
 Ou khahad dasht
 Ma khahim dasht
 Shoma khahid dasht
 Onha khahand dasht

To do-kardan

Man mikonam	Man kardam
To mikonj	To kardi
Ou mikonad	Ou kard
Ma mikonim	Ma kardim
Shoma mikonid	Shoma kardid
Onha mikonand	Onha kardand

Man khaham kard
 To khahi kard
 Ou khahad kard
 Ma khahim kard
 Shoma khahid kard
 Onha khahand kard

To say-goftan

Man miguyam	Man goftam
To miguei	To gofti
Ou miguiad	Ou goft

Man khaham goft
 To khahi goft
 Ou khahad goft

To speak-harf zadan

Man harf mizanam	Man harf zadam
To harf mizani	To harf zadi
Ou harf mizanad	Ou harf zad

Man khaham harf zad
 To khahi harf zad
 Ou khahad harf zad

To Wake up-Bidar shodan

Man bidar mishavam	Man bidar shodam
To bidar mishavi	To bidar shodi
Ou bidar mishavad	Ou bidar shod

Man khaham bidar shod
 To khahi bidar shod
 Ou khahad bidar shod

Numbers

1 yek	۱
2 do	۲
3 seh	۳
4 chahar	۴
5 panj	۵
6 shish	۶
7 haft	۷
8 hasht	۸
9 noh	۹
10 dah	۱۰
11 yزدah	۱۱

12	davazdah	۱۲
13	sizdah	۱۳
14	chahardah	۱۴
15	punzdah	۱۵
16	shunzdah	۱۶
17	hevdah	۱۷
18	hijdah	۱۸
19	nuzdah	۱۹
20	bist	۲۰
21	bisto yek	۲۱
22	bisto do	۲۲
30	see	۳۰
40	chehel	۴۰
50	panjah	۵۰
60	shast	۶۰
70	haftad	۷۰
80	hashtad	۸۰
90	navad	۹۰
100	sad	۱۰۰
150	sado panjah	۱۵۰
199	sado navado noh	۱۹۹
200	divist	۲۰۰
300	sisad	۳۰۰
400	char sad	۴۰۰
500	pun sad	۵۰۰
600	shish sad	۶۰۰
700	haf sad	۷۰۰
800	hash sad	۸۰۰
900	noh sad	۹۰۰
1000	hezar	۱۰۰۰

1500 hezaro punsad	۱۵۰۰
1999 hezaro nohsado navado noh	۱۹۹۹
2000 do hezar	۲۰۰۰
10000 dah hezar	۱۰۰۰۰
100000 sad hezar	۱۰۰۰۰۰
1,000,000 yek milion	۱,۰۰۰,۰۰۰
2,000,000 do milion	۲,۰۰۰,۰۰۰

With Drivers or Garages

Driver	Choffor
Petrol or Gasoline	Benzine
Oil	Roghan
Car	Otomobile
5 Seater	Panj Nafari
7 Seater	Haft Nafari
Lorry or Truck	Otomobile Bari
New	Tazeh
Old	Kohneh
Passenger	Mossafer
I want a car for Tehran	Man yek otomobile barayeh Tehran mikham.
What is the price?	Chand midahid?
It is too Expensive	Kheili Geran Ast.
All Right	Bessiar Khub.
I will take it	Man Gabul Mikonam.
When is it ready?	Kei Hazer Mishavad ?
I need it today	Man emruz lazem daram.
I shall leave tomorrow	Man farda harakat mikonam.
Early in the morning	Sobheh zud.
Advance	Bayaneh.

I will give you
 I want the whole car
 I want the front seat
 I will not pay any more
 When do we arrive?
 We must stop here
 Why
 Because
 I am tired
 Where are we?
 What place is this?
 How do you call here?
 Where
 How long do we wait
 Get in
 Can we sleep here?
 Get my luggage
 Can one drive there?

Man be shoma midaham.
 Man dar bast mikham.
 Pahluyeh Choffor mikham.
 Bishtar nemideham.
 Ma kei miessim.
 Inja bayad bemanim.
 Chera
 Barayeh inkeh
 Man khassteh hastam
 Koja Hastim?
 Inja kojast?
 Esm inja chist?
 Koja
 Cheqadr bayad moatal shavim
 Beyaid Tou
 Inja mitavan khabid?
 Asbabe mara biavar
 Onja mishavad savareh raft.

To the left
 To the right
 Straight on
 Drive me to
 How much for the drive
 Is the road good?
 Muddy
 Wide
 Narrow
 Mountainous
 Go slowly
 It is too late
 Why don't you start?
 The road is closed
 Road guard
 I Shall complain

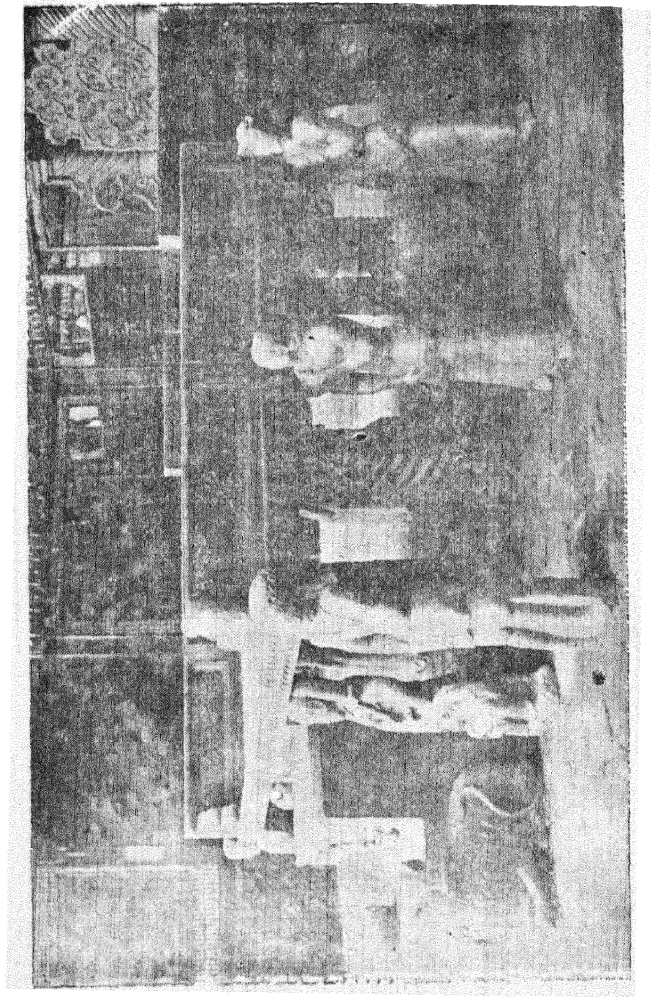
Dasteh chap
 Dasteh rast
 Mosstaqim or Rasst
 Mara bebar
 Chand barayeh savari
 Rah khoub ast?
 Gueli
 Vassi or Goshad
 Tang or barik
 Kuhestani
 Ahesteh beravid
 Kheili Dir ast
 Chera harekat nemikonid
 Rah bassteh ast
 Amneyeh
 Man shekayat khaham kard

With policemen

What is your name ?
 Where do you come from ?
 Where do you intend to go ?
 How long do you intend to stay ?
 What is your profession ?
 When do you want to leave ?
 Your passport please
 I want to have a visa
 I am leaving after a week
 When can I have my visa ?
 When can I come here again ?
 My name is
 Police
 Tourist
 Minister
 Consul

Esmeh shoma chist
 Az koja mi aied
 Koja mikahid beravid
 Chhand vaght mikahid bemanid
 Shoqleh shoma chist
 Kei harekat mikonid
 Tazkereieh khodra bedahid
 Man viza mikaham
 Ba'ad az yek hafteh harekat mikonam.
 Kei vizaeh man hazer mishavad
 Kei dobareh beaiam inja
 Esmeh manast
 Ajan or Police
 Sayah or Jahan Gard
 Vazir
 Qonsol

Engineer	Mohandess
Merchant	Tajer
Passport	Tazkereh
Identity card	Varaqeyeh Hoviat
Photo	Aks
Camera	Durbin Akkassi
Triptyque	Varaqehe javaz
Carnet de passages en douanes	Daftar obureh gomroki
International certificate	Tassdigh Beinolmelali
I am a member	Man Ozv hastam
Touring Club	Clubeh Jahangardi
Automobile Club	Clubeh otomobile rani
I want an exit visa	Man visaeh khoruji mikhabam
I am leaving Iran via . . .	Man az raheh . . . miravam
North	Shemal
South	Jonub
West	Gharb
East	Shargh



The Marble Throne

APPENDICES.

T O W N	H O T E L	No. of Rooms	Rates Rials	ADDRESS	Meals Rials
Mashadsar	Arian	6	5-10	Khiaban Pahlavi	3
Mianaj	Drakhshan	5	8	...	2
Neishabur	Mohammadi	..	5	...	..
Pahlavi	Grand	29	10	Qazian	7
	Shahi	10	8-10	Qazian	5
Qazvin	Bozorg	36	8-14	...	6
Rasht	Iran	24	5-15	Khiaban Pahlavi	6
	Saveh	15	10	ditto	6
Rezaeyeh	Shaesteh	10	5	ditto	..
Roudbar	Iran	7	10	...	..
Sabzevar	Massis	24	7-10	Khiaban Pahlavi	3
Ramsar	Sanatorium	12	15	...	7
Sanandaj	Melli	4	4	Khiaban Pahlavi	..
S a r i	Sari	15	..	...	..
Savojbolagh	Sehat	7	4	...	..
Semnan	Mohamadieh	5	2-10	...	..

T O W N	H O T E L	No. of Rooms	Rates Rials	ADDRESS	Meals Rials
Shahrud	Massis	4	8	.....	2-5
Shemran	Iran	5	15	Tadjrish	7
[Tehran]	Darband	7	30	Darband	8
Shiraz	Fars	12	5-10	Khiaban Zand	6
	Sa'adi	14	5-15	Khiaban Zand	7
Shushtar	Ettminani	5	2	.....	..
Soltan Abad	Assaiesh	9	6	Meidan Pahlavi	..
	Melli	7	7	ditto	2
Tabriz	Jahan Nama	45	6-15	Khiaban Pahlavi	4
	No	20	5-10	ditto	4
Tehran	Ferdowsi	12	40-60	Khiaban Ferdowsi	7
	Nadery	22	20-60	Khiaban Shah	8
	A'li [Grand]	34	15-30	Khiaban Lalezar	8
	Palace	20	15-40	Khiaban Shah	7
Yazd	Rasouli	9	2	.....	..
Zanjan	Tajadod	9	5	Khiaban Haji Motamed	4

Café Restaurants, Dancings and Pensions in Tehran.

Café Restaurants

Alborz	Khiaban Ferdowsi
Continental	Khiaban Shah
Doots Tea Room	Khiaban Lalezar
Jaleh	Khiaban Lalezar
Loghanteh	Baharestan

Dancings

Astoria	Khiaban Lalezar
Canari	ditto
Parss	ditto
Rowshan	Khiaban Shahpour

Pensions

Europe	Khiaban Shah
Iran	ditto
Takht Jamshid	ditto
Trey	ditto

Postal Services

Letters should be delivered to the Post Office on mail days before 12.00.

Overland. Mail

Character of Correspondence	Inland Rials	Abroad Rials
Ordinary letter up to 20 grs.	.30	1.50
For every additional 20 grs.	.15	.90
Post cards	.10	.90
Registered letter	.60	3.—
Registered letter with advice of delivery	.90	4.50

Telegrams

Inland

In Iranian character	First 10 Words	Every additional word
	R i a l s	
Within town limits	1.00	.10
Inland	4.25	.40
Urgent	12.75	1.20
<i>In Latin characters</i>		
Inland	2.25	.50
Urgent	15.75	1.50

In localities where telegraph stations do not exist, further transmission of telegrams is effected by post or messenger.

Abroad

It should be noted that the rates are based on Gold French Francs at the rate of Rials six and are subject to fluctuation.

T O	Wireless	Telegraph
	R i a l s	
Argentina	30.40	30.90
Austria	10.15	12.—
Belgium	10.35	12.—
Brazil	23.50	24.—
Bulgaria	10.15	12.—
California	21.40	21.90
China	16.75	20.75
Czechoslovakia	9.45	12.—
Denmark	10.65	12.—
Egypt	18.10	18.60
Estonia	8.70	12.—
Finland	8.70	12.—
France	11.05	12.—
Germany	9.75	12.—
Great Britain & N. Ireland	11.70	12.—
Greece	10.90	12.—
Hungary	10.15	12.—
Illinois, U. S. A.	19.60	20.10
India	...	8.60
Iraq [Direct 3.60]	...	7.20
Ireland [Southern]	12.10	12.—
Italy	11.20	12.—

T O	Wireless	Telegraph
	Rials	
Japan [via London]	32.20	30.35
» [via Russia]	19.65	...
Mexico	23.80	24.30
New York [City]	17.20	17.70
Netherlands	10.35	12.—
Norway	11.35	12.—
Palestine	18.10	18.60
Poland	8.70	12.—
Portugal	13.05	12.—
Rumania	9.45	12.—
Spain	12.15	12.—
Sweden	10.65	12.—
Switzerland	10.45	12.—
Serbia	19.60	20.10
Turkey [Direct via Makou-		
Baiazid or by wireless Rls. 3]	11.40	12.—
U. S. S. R. [direct Rls. 3.90]	...	12.—

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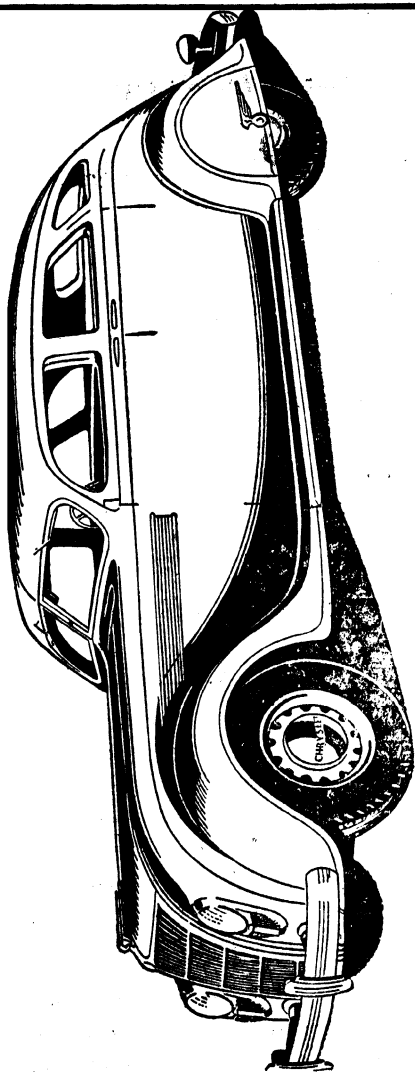
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39	19	agreable	agreeable
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261	15	disagreable	disagreeable
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389	1	Rezaeyh	Rezaeyeh
398	4	villaga	village
407	4	Abat	Abad
408	18	Khalifs	Caliphs.



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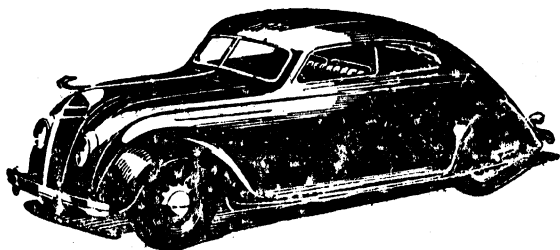
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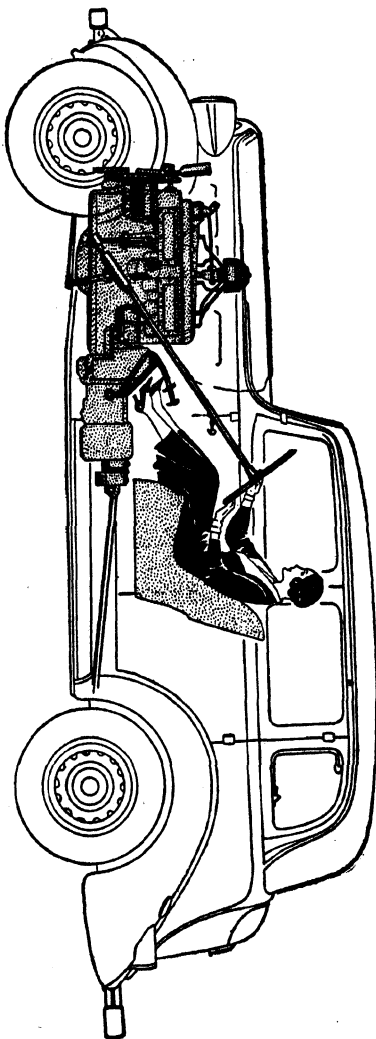
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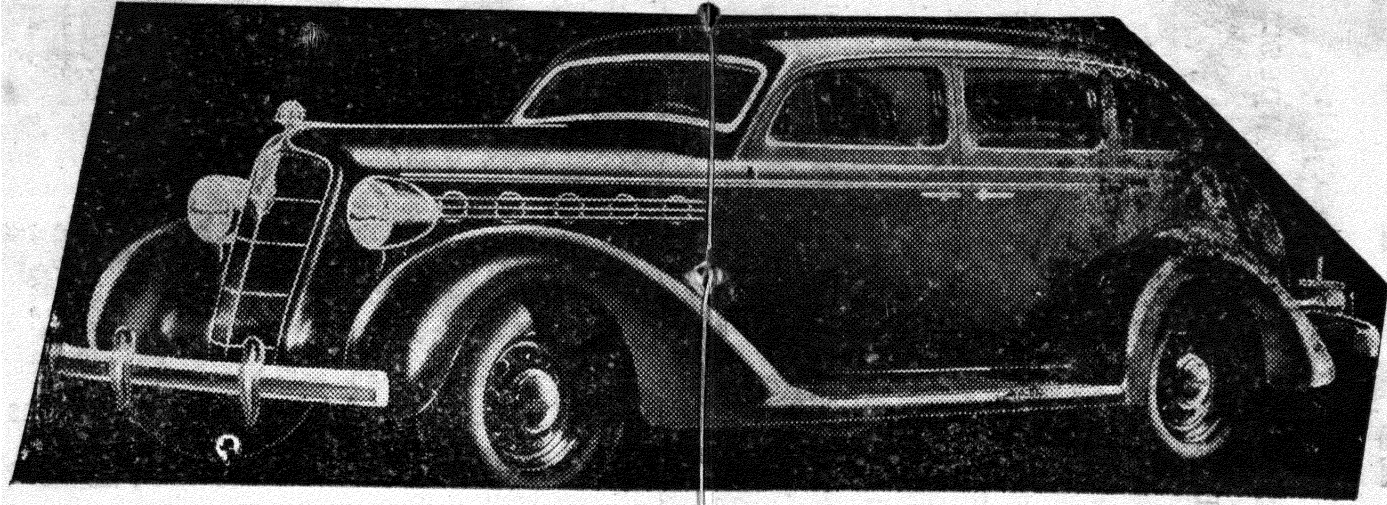
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